

Demand for O.C. airport to be discussed

TRANSPORTATION:

County officials will explain results of a preliminary study Thursday.

By **MARY ANN MILBOURN**
The Orange County Register

Orange County officials will explain the results of a preliminary study on demand for an El Toro airport at a community meeting in Irvine on Thursday.

The study, released last month, said demand for flights into and out of Orange County could reach 55 million passengers a year by 2020 if the full range of airline service from commuter to international is available.

If limited to flights under 1,500 miles and some cross-country service, as John Wayne Airport currently provides, the report estimates Orange County demand in 2020 would be 18.5 million passengers a year.

John Wayne Airport served 6.8 million passengers in 1994 and is expected to hit its annual maximum of 8.4 million passengers next year.

The maximum was established as part of a noise-lawsuit settlement. The cap, however, expires in 2005. Experts estimate John Wayne could handle a maximum of 15 million passengers annually without the cap.

Officials with Orange-based P&D Consultants, which won a \$2.7 million contract last year to do the county's reuse planning for El Toro Marine Corps Air Station, will discuss the findings of their aviation demand study at Thursday's meeting.

The study reached no conclusion about whether El Toro should be converted to a commercial passenger and cargo airport after the base's closure in 1999. The results, however, will be used to refine the two aviation alternatives the consultants will study for the base.

The meeting will be at 7 p.m. at the Lakeview Senior Center at the corner of Alton Parkway and Lake Road in Irvine.

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OC Register

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MCAS EL TORO
SSIC # 5090.3

OC Register
2-5-94

Facts support an airport

Orange County's recession and bankruptcy are proof that a stable economy cannot be taken for granted. If we want to enjoy the benefits of living in an economically viable area, good financial decisions must be made. Most citizens had little to do with the two economic disasters, but each of us has the opportunity to be involved in the next major issue affecting Orange County — the battle over reuse of El Toro air base.

Facts, not emotions, support the need for this vital county property to remain an airfield. The two most important issues to keep in mind are: 1) John Wayne Airport's permanent limited size prevents it from adequately growing to meet the county's continued air demands. If we are to financially compete with other areas for business, an alternate county airport is a must. 2) Numerous studies prove the only possible location for another airport in Orange County is El Toro. If we don't use this land for an airport, we will lose our last and only opportunity for significant airport growth.

Bonnie O'Neil
Newport Beach

OC Register

2-6-94

LAKE FOREST

Ten Lake Forest residents applied to represent the area on the county El Toro Airport Citizens Advisory Commission. Mayor Richard Dixon refused to participate on the panel because he believes it is biased in favor of an airport, so the county solicited others interested in serving. The Lake Forest applicants include E. James Constantine, president of a consulting and management-services company; Edward W. Winslow, a man-

ager Systems for Allied Signla/ASE; Jack W. Rippy, a retired Marine lawyer and pilot now working as a private attorney; Mark Malatesta, controller of a financial-services company; Howard Furst, a lawyer and real estate broker; Sandy Saltiel, a homeowner and leader of the drive to change the city back to its historical name of El Toro; Judy A. Wood a homeowner and three-year Lake Forest resident; Mark Alan Moore, an attorney who advises financial institutions on federal and state laws; Peter S.

Sarian, a vice president of marketing for a Costa Mesa firm; and Paul A. DePerry, a three-year Lake Forest resident.

- Mary Ann Milbourn
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Debate a dogfight on El Toro's future

POLITICS: Measure S supporters want other options for base reuse, while opponents say environmental restrictions would kill any chance for an airport.

By **MARY ANN MILBOURN**
The Orange County Register

Measure S will either determine the best use for El Toro or it will delay for 20 years any chance to develop the closing Marine base, according to participants in a taped television debate Tuesday.

The debate, sponsored by

KOCE/50, will air Feb. 14 at 6:30 p.m. and March 20 at 11 p.m.

Measure S, to be voted on in the March 26 primary, would repeal the 1994 Measure A El Toro airport initiative, which designated the base for a commercial cargo and passenger airport after the Marines leave in 1999.

Repeal proponents, based in communities under El Toro's

landing and takeoff patterns, believe Measure A predetermined an airport as the best use for the base without considering alternatives. Bill Kogerman, co-chairman of Taxpayers for Responsible Planning, and Laguna Niguel Mayor Patricia Bates represented that position.

"(Measure S) is our only opportunity to objectively plan for

the future of El Toro," Kogerman said.

Opponents, centered around Newport Beach and backed by the Orange County business community, contend that environmental restrictions in Measure S would eliminate any possibility that the base could become an airport. They were represented by Tim Cooley, vice president of

the Orange County Business Council, and Reed Royalty, executive vice president of the Orange County Taxpayers Association.

"(Measure S) would stop any development at El Toro for 20 years," Cooley said. He called the measure "political trickery and foolery."

Please see **DEBATE Page 5**

DEBATE: Pro-, anti-airport forces provide a pointed look at their positions on reuse

FROM 1

The 30-minute debate touched on a series of issues:

► Would Measure S prevent an airport?

Language in the measure that says an airport is not the highest and best use of the base does not mean El Toro could never be an airport, Bates said. The measure would allow an airport, she said, if it was shown to be the best use and voters approved it.

Cooley said the language speaks for itself. Additional environmental requirements included in the measure make the barriers to an airport virtually insurmountable, he said.

► Is an El Toro airport needed?

Royalty said a recent study released by the county's El Toro reuse consultant shows it is.

"Fifty-five million people will need air transportation (to Orange County) in the next 25 years," Royalty said.

He noted that John Wayne Air-

AIRPORT MEETING

The Orange County Register

A community meeting to discuss a new Orange County aviation-demand study will be held tonight at 7 p.m. at Irvine's Lakeview Senior Center at the corner of Alton Parkway and Lake Road. The meeting, hosted by the county, is the first public explanation of a study released last month by P&D Consultants, which said demand for flights into and out of Orange County could reach 55 million passengers a year by 2020 if the full range of airline service from commuter to international is available.

port is limited to 8.4 million passengers annually until 2005. Without the court-imposed lim-

its, which expire in 2005 under terms of a noise-lawsuit settlement, experts say John Wayne could handle 15 million passengers annually.

Kogerman argued that if there truly was an airport need, and it was demonstrated that an airport also would provide the most economic benefit, he would "absolutely" support it. The problem, he said, is that any uses that might be more beneficial are precluded by Measure A.

► Should the Orange County Board of Supervisors decide El Toro's future?

Bates called the Defense Department's decision to recognize the Board of Supervisors and fund their reuse planning "almost reprehensible" because Irvine and Lake Forest, the two cities adjacent to the base, will have no say in the final outcome.

Cooley noted that the two cities were offered and had rejected an advisory role.

LA Times
2-10-96

NEWPORT BEACH

City to Prioritize This Year's Goals

City officials Monday will set priorities for meeting 16 goals set by the City Council and its staff for 1996.

Mayor John W. Hedges' recent State of the City Address included some ideas. Council members will consider those, too, then take a straw vote to pick the top half-dozen.

"We would like to work on all 16 goals, but physically we can't do all of them in one year," City Manager Kevin J. Murphy said.

Some council goals coincide with the mayor's. Among them:

- To review the cost-effectiveness of all city-run services and determine if any should be eliminated.
- To expand outreach to residents by using technology, such as the Internet.
- To continue to support the conversion of the El Toro Marine Corps Air Station to a commercial airport.
- To maintain the city's commitment to infrastructure improvements.

For that last goal, Councilman John C. Cox Jr. suggested outlining a comprehensive transportation plan that would promote reduced vehicle emissions, including increased mass transit and encouraging the use of clean-fuel vehicles.

Other goals developed by city staff include increasing police enforcement, improving paramedic and ambulance response time, and continuing economic development.

In other action, the City Council is scheduled Monday to vote on an ordinance that would stiffen parking codes for recreational vehicles.

The council meets at 7 p.m. in City Hall, 3300 Newport Blvd.

—ENRIQUE LAVIN

Foes of Plan for Airport at El Toro Lose Round

■ **Land use:** Judge finds Measure A, which calls for a commercial airport at the base, 'valid and lawful.' South County foes plan an appeal, and turn next to the ballot box.

By RENE LYNCH
and DAVID REYES
TIMES STAFF WRITERS

In a crushing defeat for southern Orange County cities, a San Diego Superior Court judge Friday upheld the validity of Measure A, a voter-approved initiative that calls for the development of a commercial airport at El Toro Marine Corps Air Station.

South County cities near the base were hoping that Judge Charles R. Hayes would agree with their claim that Measure A failed to alert voters of the negative effects, such as freeway congestion and air traffic noise, that they say an airport would create.

Instead, Hayes' three-page ruling gutted the key arguments of airport opponents. The judge found that Measure A was a "valid and lawful" initiative that amends the county's General Plan to allow for an airport—but does not mandate one, as opponents have argued.

"The voters in enacting the initiative made a local land-use policy decision establishing an airport reuse planning area and a planning process for the possible conversion of El Toro into a civilian airport," wrote Hayes, who presided over the case because of potential conflict-of-interest issues among Orange County judges.

"While Measure A sets forth the intent and desire of Orange County voters to reuse El Toro as a commercial airport, it did not by its terms create a commercial airport," Hayes ruled.

That subtle distinction undermines the complaint of Measure A opponents who are skeptical of the county's claims that it is studying both aviation and nonaviation uses for the base and will also take into consideration the environmental impacts that South County residents fear.

"It's a complete victory for us; we didn't lose on anything," said San Diego-area attorney Michael S. Gatzke, who represented Orange County in the case. "This is what we've been saying all along. This doesn't mandate an airport. It mandates a planning process that looks at all options."

Airport opponents, disappointed by the ruling, predicted that the other side's victory might be short-lived.

Plans for an appeal are underway. Airport opponents, led by the South County-based Taxpayers for Responsible Planning, have also succeeded in putting a rival initiative—Measure S—on the March 26 ballot. If approved by voters, Measure S would repeal Measure A.

"I'm terribly disappointed," said

LOS ANGELES TIMES

AIRPORT: Judge Upholds Measure

Continued from A1

attorney Richard C. Jacobs, who represented South County cities including Lake Forest and Irvine. "I think the opinion is just wrong. I'm recommending to my clients that we take an appeal."

Largely bankrolled by wealthy developer George Argyros and other county business people, Measure A was billed as a way to bring thousands of jobs to the county by meeting a growing demand for passenger and air cargo service in the region. It was narrowly approved by Orange County voters in November 1994.

The fate of the base remains one of the most critical and controversial planning decisions facing the county. And unlike any other issue in recent history, the issue of what to do with El Toro when the military closes the base by 1999 has pitted North County residents against South County residents and even sparked talk of a secession.

The county finds itself in the middle. With the Measure A vote behind it, the county formed its own base reuse planning commission and is spending \$2.7 million to study both aviation and nonaviation uses for the 4,700-acre base.

Most South County cities and airport critics have refused to participate in the county's planning process, contending that it is weighted in favor of an airport.

Mission Viejo Councilwoman Susan Withrow said Friday's ruling will mostly likely force South County officials to work with county government to find an air-

port alternative. However, Withrow said she wants to see an appeal of Hayes' ruling filed and vowed to continue the fight for Measure S.

A disappointed Irvine Mayor Michael Ward said the court decision wasn't a complete surprise.

"It always was our understanding we might lose in the lower courts and that we would appeal," he said.

Some airport opponents were trying to put a positive spin on the ruling. Bill Kogerman, co-chairman of Taxpayers for Responsible Planning, for instance, said it will help get South County voters to the polls next month.

"This decision only sharpens our focus on passing Measure S," he said.

Garden Grove Councilman Mark Leyes, a Measure A supporter, chalked up the victory to a well-written initiative.

"Why did we win? Because we did our homework," he said. "I think if we had said the airport is going to be there and the airport will be the color blue, well, that would have pushed the envelope of the law. But this shows it was legal and that it was appropriate."

Others said Friday's ruling will be used to slash through the anti-airport rhetoric and rally North County residents to oppose Measure S next month.

Timothy Cooley, a vice president with the Orange County Business Council, said airport opponents can no longer sway voters by claiming that an airport at El Toro is a done deal.

"The idea has always been to look at all" the options, Cooley said. "And we happen to believe

[the best alternative is] an airport. But if it doesn't work there, then it won't work there."

A recent study commissioned by the county suggesting there is a growing demand for passenger and air cargo service only increased the debate. Restrictions on cargo and passenger use at John Wayne Airport point to the need for a second air facility, airport supporters say.

The county must present a base reuse plan to the federal government by the end of the year. The federal government, which is also considering keeping the base for uses that could include a federal prison, will have the final say.

Looking to the future, County Supervisor Don Saltarelli said he hopes the court's decision will help elevate the issue, which is being bogged down by mistrust and incomplete information.

"I feel like people should have the facts in their hands before they vote, and I'm distressed that Measure S got on the ballot before the planning process was complete," said Saltarelli, whose 3rd District includes the base.

Saltarelli said he is surprised by constituents fighting a commercial airport at the base, which is surrounded by nearly 16,000 acres now restricted from residential use.

If an airport is deemed unfeasible, that restriction zone, along with the base, will be open for development, he said.

"With 20,000 acres open for development, trust me, there will be some severe adverse impacts from nonaviation alternatives," he said. "Hopefully, this ruling will help us get on with finding out the facts."

LA Times

2-10-96

First Formal Debate on Airport Measure Turns Into a Dogfight

By RENE LYNCH
TIMES STAFF WRITER

HUNTINGTON BEACH—The first formal debate since Measure S was placed on the March 26 ballot was supposed to help Orange County residents understand the issues before voting on the initiative that would repeal a proposed commercial airport at El Toro Marine Corps Air Station.

But if Tuesday's televised forum is an indication, voters may find themselves more confused than ever.

During a 30-minute debate that will air Feb. 14 at 6:30 p.m. and March 20 at 11 p.m. on KOCE-TV, opponents and proponents of Measure S disputed nearly every point

the other side brought up and then waved documents they contended proved their case.

While the cameras rolled, the debate turned testy. Thomas Cooley of the Orange County Business Council, which supports an airport at El Toro, said opponents were guilty of a "campaign of misinformation."

Meanwhile Laguna Niguel Mayor Patricia C. Bates, a measure opponent, said that voters were being misled by "hocus pocus."

The two sides couldn't even agree on whether Measure S would prohibit a commercial airport at the base.

Reed Royalty, executive vice president of the Orange County

Taxpayers Assn., who supports an airport, said his analysis of the measure "specifically precludes" an airport by putting insurmountable obstacles in its way.

But Bill Kogerman, co-chairman of Taxpayers for Responsible Planning, the group that qualified Measure S for the ballot, said the initiative paves the way for a study of all base reuse options—even an airport.

"They want to paint us into an anti-airport group and that's not what we are," Kogerman said.

At the end of the taping, about the only issue both sides could reach a consensus on was that the burden will be on Orange County voters to sift through campaign rhetoric to decide the issue for

themselves.

"I think this was informative and hopefully it will encourage voters to get out their voter pamphlets, read the ballot initiatives and find out what truth is," said Jim Cooper, moderator for the public television program.

Observers say the March 26 primary will likely draw a low turnout, challenging both sides of the Measure S debate to find ways to get voters to the polls.

And that makes the pro-Measure S side confident and leaves opponents worried, campaign officials from both sides say.

County voters in November 1994 narrowly approved Measure A, which calls for an airport on 2,000

acres of the 4,700-acre El Toro air station when the military closes the base by 1999. Measure S would repeal Measure A.

The fate of El Toro is one of the most critical—and controversial—planning issues facing the county.

Airport opponents, many of whom live in South County near the base, say the current planning process is biased toward an airport. Many also fear the noise and traffic an airport would bring and its impact on property values, giving them an incentive to make it to the polls next month.

Supporters say a commercial airport is just one of several options for the Marine Corps base and point to the county's recent study of six

nonaviation alternatives in case an airport is deemed unworkable. Supporters say an airport would bring thousands of jobs and re-energize the economy.

Cooley said the challenge for airport supporters will be convincing North Orange County voters of their stake in the election outcome.

After the debate wrapped up, Royalty said he is concerned about the voting.

"I think you have facts on one side and emotions on the other, and facts rarely win over emotions," he said.

But Bates said Measure S will create a fair-minded planning process for all county residents.

"This is the only honest way," she said.

OC Register
2-12-96

► EL TORO AIRPORT

In November 1994, Orange County voters approved an initiative to bring a commercial airport to the El Toro Marine Corps base. But airport opponents, most of whom live in the base's landing and takeoff pattern, continued to fight.

The result was a new initiative, Measure S, that would repeal the 1994 measure and impose new environmental requirements if an airport should be approved.

"Measure S is designed to ensure that the highest and best options are used for the redevelopment of El Toro," said Norm

Grossman, Yes on Measure S spokesman. "Measure S allows all uses to be studied, including an airport, and places safeguards to guarantee that there will be no taxpayers' indebtedness or adverse impacts to our communities."

Airport boosters say Measure S is a thinly veiled effort to prevent an airport at the base. "Measure S is not about responsible planning, fairness or protesting taxpayers," said David Ellis.

By Mary Ann Milbourn/Register staff writer

CYPRESS *LA Times 2-14-98*

Council Asks Residents to Defeat Measure S

The City Council is urging residents to vote against Measure S, an initiative on the March 26 ballot that would stop conversion of El Toro Marine Corps Air Station into a civilian airport.

Council members at their meeting Monday night passed a resolution that condemns Measure S and supports the airport proposal.

The resolution said that if Measure S passes, 50% of Orange County air passengers would have to use alternative airports. It also said the Orange County Regional Airport Authority "estimates that El Toro Airport will create over 53,000 jobs for our region."

Measure S is designed to overturn another initiative, Measure A, which countywide voters narrowly approved in 1994. Measure A calls for conversion of the Marine base into a civilian air field.

Opponents of Measure A, largely residents of cities near the base, argue that additional review is needed. Many nearby residents also say they do not want an airport near their homes.

Councilman Tom Carroll said he believes the proposed airport is badly needed and would be an economic boon.

"For Orange County to get the economic benefits our children deserve, we've got to get this airport," Carroll said.

—BILL BILLITER

Plan for El Toro prison gets nod from Marines

GOVERNMENT: Solid local opposition could derail the proposed 155-acre minimum-security facility.

By **JAMES V. GRIMALDI**
The Orange County Register

WASHINGTON — The U.S. Marine Corps has advanced a recommendation to put a federal prison at El Toro Marine base, approving a report designating the air station as one of three closing military bases nationwide best suited for a lockup.

The prison proposal now rests with the Department of Navy and Secretary of the Navy John H. Dalton, who is scheduled to visit the base today to check the progress of moving Marine aviators to Miramar Naval Air Station in San Diego. Dalton's recommendation goes to Defense Secretary William Perry.

However, local opposition could derail the plan, and Navy officials have been notified that the prison has several local ob-

stacles to overcome, said Capt. Larry Wynne, a Navy base-conversion official.

The Orange County Board of Supervisors opposes the prison because it would lie next to the portion of base property designated for a commercial airport under Measure A, an initiative approved by voters in November 1994.

Supervisor Marian Bergeson said the proposed 155-acre minimum-security prison probably would not conflict with a commercial airport. But, she said, the county's best defense against a lockup is a sophisticated plan to develop the base.

"Ultimately, the feds will have their way anyway because they have to approve the reuse plan," Bergeson said. "So, it is important that we present a good reuse plan."

The county's position also could be affected by the outcome of Measure S, the March 26 initiative to repeal Measure A and prevent a commercial airport at the base.

Please see **PRISON Page 4**

PRISON: Local support deemed essential

FROM 1

Prison officials probably face their stiffest opposition in Congress, particularly from Rep. Robert K. Dornan, R-Garden Grove, whose influence over the armed forces is considerable because of his subcommittee chairmanship on the National Security Committee.

"I will fight that to my last breath," Dornan said. "That is one of the most beautiful pieces of real estate in the Golden State.

To suggest a federal prison there ... is an ignorant idea."

Lake Forest City Councilwoman Ann Van Haun agreed, calling the El Toro base, "awfully expensive land to be putting a federal prison on."

Most south-county officials oppose a prison, Irvine Mayor Mike Ward said.

Federal agencies have first dibs on uses for closed bases, and the 1994 crime bill required the Department of Justice to consid-

er defunct military installations first before purchasing private property for new prisons.

But while the Bureau of Prisons chose El Toro as a prison site, the agency is unlikely to force it on the county, said Jeff Ratliff, the bureau's site-selection specialist.

"There are few cases where we insist on going forward," Ratliff said. "El Toro is a great location, but if we didn't get local support, we would probably pass

it back."

The Bureau of Prisons seeks the base's barracks and bachelor officers' quarters, a dining hall, recreational field, chapel, gymnasium and a small warehouse.

Marine Corps officials in October advanced the Bureau of Prisons' recommendation as part of an overall package of requests from federal agencies for various parts of the base.

Staff writer Mary Ann Milbourn contributed to this report.

MARINE CORPS AIR STATION (MCAS) EL TORO

PUBLIC NOTICE

**RESTORATION ADVISORY BOARD
(RAB) MEETING**

OCR
2-21-96

**WEDNESDAY, FEBRUARY 28, 1996, 6:30 PM - 9:00 PM
IRVINE CITY HALL, CONFERENCE AND TRAINING CENTER
ONE CIVIC CENTER PLAZA, IRVINE, CALIFORNIA.**

**This meeting will feature presentation on:
Groundwater Treatment and Cleanup Levels and
Environmental Cleanup Progress Report**

**ALL MEMBERS OF THE INTERESTED PUBLIC ARE WELCOME!
Additional information can be obtained by contacting:**

**Commanding General, AC/S, Environment 1AU
Ms. Charly Wiemert, IRP Department
MCAS El Toro, P.O. Box 95001
Santa Ana, CA 92709-5001, (714) 726-2840**

CYPRESS *or 2-96*

What stand the city should
take on Measure S, the ini-
tiative on uses for the El
Toro Marine Corps Air Sta-
tion, will be discussed at the
City Council meeting at 7:30
p.m. Monday. The city re-
ceived a letter from Citizens
for Jobs and the Economy
asking the council to oppose
Measure S, which they say
repeals Measure A and
would keep the El Toro base
in government hands for the
next 20 years. In November,
voters passed Measure A,
which supports a commer-
cial airport at the 4,700-acre
site. Measure S will be on
the ballot March 26. Council
chambers are at 5275
Orange Ave.

— Mike Cruz/(714) 704-3793

2-9-96
Don't believe propaganda

Why don't the Newport Beach supporters of an El Toro commercial airport tell us their real motivation [“Facts support an airport,” Letters, Feb. 5]? Is Bonnie O'Neill really interested in “benefits” for “most citizens”?

The real “fact” is that their zeal is motivated by a desire to close or further severely limit the activities at John Wayne Airport and thus increase the already bloated property values in Newport Beach. For this the rest of us are promised an “economically viable economy.”

Don't you believe it! If you haven't

already felt the effects of the \$1.7 billion lost by Orange County bureaucrats, you soon will. Increased fees and hidden taxes are here and more are coming. If you add to this billions of dollars for an airport, fees and taxes will rise to the point where more business (and jobs) will flee Orange County. All of us will be losers for the short-term benefit of a few special interests.

Nat Sander:
Dana Poin

Judge hears arguments on Measure A El Toro reuse initiative

COURTS: Voters approved an airport for the site, but opponents say traffic and noise issues were ignored.

By **MARY ANN MILBOURN**
The Orange County Register

SAN DIEGO — Superior Court Judge Charles R. Hayes said Thursday he would rule — possibly as early as today — on whether the Measure A El Toro airport initiative should stand. He gave no indication during four hours of

argument how he might rule.

Richard Jacobs, attorney for eight south Orange County cities that filed the suit, argued that the initiative should be invalidated because it lacks critical information about noise, traffic and other impacts that state law requires.

Attorneys for the county and the pro-Measure A campaign, however, contended the ballot initiative complies with the law and that the court has a duty to uphold the will of the voters.

The court hearing was the latest round in the battle over the future development of El Toro Marine Corps Air Station.

OCR 2-25-96
Lake Forest, Irvine and six other cities in El Toro's landing and takeoff patterns challenged Measure A just months after voters narrowly approved the 1994 ballot initiative.

The measure designates El

Toro for a commercial cargo and passenger airport after the Marines' scheduled departure in 1999. The case was transferred to San Diego after both sides agreed Orange County judges had a conflict of interest.

OCR 2-10-96

Airport foes to keep scrapping

POLITICS: They look to March ballot after El Toro backers won a legal decision Friday.

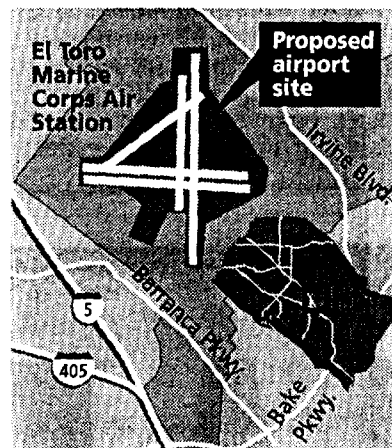
By **MARY ANN MILBOURN**
The Orange County Register

Friday's court decision upholding Measure A was a win for airport boosters, but not the end of the issue.

The south Orange County cities that sued to overturn the measure are expected to appeal, and the ruling has energized backers of Measure S, a new initiative that would repeal the El Toro airport vote.

"It's creating a tremendous reaction that Measure S is the only game in town," said Bill Koger, co-chairman of the Yes on Measure S campaign that helped get the countywide measure on the March 26 primary ballot. "The phones are ringing off the hook."

Other airport opponents suggested Friday's court decision benefits Measure S because voters won't be confused about the



The Orange County Register

status of the previous initiative.

"It means we've only got one thing to decide, Measure S," said Doyle Selden, a Leisure World resident and longtime airport opponent.

But E. Clement Shute, the attorney who drafted the original El Toro measure, said the judge's decision will help clarify the issue in the public's mind.

"There's been a whole lot of misinformation," Shute said.

David Ellis, spokesman for the

airport side, predicted voters would see through Measure S.

"Measure S is an ill-conceived, anti-airport, anti-job economy initiative," Ellis said.

The campaign for Measure S is expected to pit a grass-roots army of airport opponents against north- and central-county residents joined by Orange County business.

Two major developments make this vote different from the Measure A election: Both sides are well-financed and there is more public distrust of the Orange County Board of Supervisors, which has planning authority for El Toro under Measure A.

Leisure World-Laguna Hills residents have weighed in with \$500,000 to help airport opponents, whose last campaign relied primarily on hundreds of \$100 contributions. The money will help balance out donations by millionaire developer George Ar-

gyros, who almost singlehandedly funded the \$1 million Measure A campaign.

Laguna Niguel Councilman Mark Goodman said an even more important factor may be the public distrust of the county.

"This is the same county government that had the largest municipal bankruptcy in the United States, probably the world," Goodman said. "The feedback I'm getting from all over the county is very favorable to Measure S."

But Newport Beach Councilman Tom Edwards said Measure S goes beyond repealing Measure A. He predicted the additional environmental requirements would never survive a court test.

"It has some significant inconsistencies," Edwards said.

► **COURTS:** San Diego County judge upholds Measure A. **Page 1**

El Toro ^{OCR} 2-10-96 airport gets boost

COURTS: Judge upholds Measure A, which designated the Marine base for commercial use. Opponents expect to appeal.

By **MARY ANN MILBOURN**
The Orange County Register

Airport boosters won their first major challenge Friday in the battle to develop El Toro when a San Diego County Superior Court judge upheld Measure A.

Opponents said they were disappointed and will fight harder for passage of an initiative on the March 26 primary ballot that would repeal the airport plan.

"The people of Orange County need to get very, very angry and they need to get out and vote for Measure S," said Lake Forest Mayor Richard Dixon.

Measure A, narrowly approved by Orange County voters in 1994, designated El Toro Marine Corps Air Station as a commercial cargo and passenger airport after the military leaves in 1999.

Lake Forest and Irvine led six other south Orange County cities near El Toro's landing and take-

FULL STORY

► **REACTION:** Airport opponents dig in for fight. **Page 6**

off pattern in a suit against Measure A.

They argued it was invalid because it did not include an analysis of traffic, noise and other impacts as required by state law.

The cities are expected to appeal Friday's ruling.

"We have to protect the quality of life and environment in my community and we'll do that," said Irvine Mayor Mike Ward.

The judge sided with Measure A attorneys. He called the initiative only a framework for an airport that didn't require greater detail.

He also gave great weight to the fact that it was a voter-approved initiative.

"The court finds Measure A is a valid and lawful exercise of the right of the people of Orange County," wrote Judge Charles R. Hayes in a three-page ruling.

"It's a total victory," said David Ellis, spokesman for the pro-airport coalition that included Newport Beach and other cities and the Orange County business community.

El Toro^{OCR} 2-22-96 airport boost to housing?

BASE CLOSURE:

Homes nearby may actually see a boost in values, UCI professor says.

By **MARY ANN MILBOURN**
The Orange County Register

If the El Toro Marine base becomes an airport, nearby homeowners are likely to see their property values go up, according to a report released Wednesday.

"Evidence shows that residences beyond 2.3 miles from the end of the takeoff runway should experience no negative effects on property value," said UCI Professor Louis H. Masotti. In fact, such homes could appreciate faster than residences farther away, Masotti said, because some people like the convenience of living near an airport.

Masotti, head of UCI's real estate management program, did the analysis on behalf of the Orange County Business Council, which backs an El Toro airport.

He based his conclusion on reported effects on real estate values around Chicago's O'Hare International Airport, Dallas/Fort Worth International Airport, Washington D.C.'s National and Dulles airports, and Williams Air Force Base in Arizona.

Norm Grossman, spokesman for the Yes on Measure S campaign to block an El Toro airport, dismissed the study as "a bought and paid-for report."

"Anybody who visited (Los Angeles International Airport) and the areas around LAX knows the utter ridiculousness of saying that property values go up around an airport," he said.

Areas around John Wayne Airport, including Dover Shores, Westcliff, Santa Ana Heights and Eastbluff are examples of high property values near an airport, Masotti said.

But Ed Hall, a homeowner in Santa Ana Heights, disagreed. He said the county offered a maximum of \$395,000 four years ago for houses in his neighborhood as part of a airport noise-abatement buyout program. Comparable homes outside the takeoff pattern were going for \$500,000.

Farther away in Newport Beach's Dover Shores, Peter Drummond said: "It's pretty well demonstrated to be a negative factor."

What will Irvine do with land at base?

CITIES: A Newport planning firm will show Irvine officials options it has researched for the site.

By NANCY LUNA

The Orange County Register

IRVINE — A sports stadium? A university satellite campus? Or, housing in the flight path of a proposed El Toro airport?

Potential land uses for 440 acres at El Toro Marine Corps Air Station will be discussed Monday night in Irvine. A Newport Beach planning firm will show Irvine officials options it has researched for the site, which is within city limits.

"We told them to look at anything and everything that might make sense," City Manager Paul Brady said, adding that he was against building homes because the site is under a flight path.

Besides recreational and retail use, one option might include a "worst-case scenario" to build industrial buildings if El Toro is converted into an airport, said Mark Tomich, a city planner.

Brady said Thursday that Irvine would not use the site to foil airport plans by recommending a giant high rise to obstruct runways.

"If we did something wild and crazy and put a 50-story building to block air flights, then the federal government would come into play, the FAA and the county of Orange," Brady said.

Irvine has spent nearly \$273,000 in travel and consulting fees fighting an airport at the base, scheduled to close in 1999.

Final recommendations on the site will be made in April with the Department of Defense having final say on base development, Tomich said.

The public is invited to Monday's 5:30 p.m. workshop at Irvine City Hall.

OCR 2-23-96

Twilight act promised for El Toro show

By JOHN CANALIS

The Orange County Register

IRVINE — Blue Angels must be smiling on the El Toro Air Show.

The annual event, planned this year for April 26-28, promises to be bigger and better-attended than last year's show, said Sgt. Barry Pawelek.

And rumors that this year's show would be the last are unfounded.

"I can guarantee that we'll have an air show in 1997," Pawelek said. "The general (Maj. Gen. Paul Fratarangelo, commander of Marine Corps Air Bases Western Area) has decided it."

El Toro Marine Corps Air Station is scheduled to close in 1999.

About 1.7 million spectators watched 22 performance teams at the 1995 air show.

A twilight show, traditionally open only to members of the media, will be open to the general public for the first time.

The Blue Angels will headline a bill of about 25 acts, showcasing the Marine Corps' AV-8B Harrier jump jet, an Air Force F-16 Fighting Falcon and the Navy Leap Frogs, a parachute team.

Admission prices range from free to \$40. Tickets for preferred seating go on sale March 15 at Ticketmaster. For more information, call (714) 726-2100.

A Chemical Whirlwind on the Horizon

■ **Health:** Environmental toxics cause hormonal aberrations such as low sperm counts. Watch for industry's denial.

By DONELLA H. MEADOWS

Over the past two generations, human sperm counts in many parts of the world have fallen by half and a rising percent of sperm are deformed and nonfunctional. Testicular cancer is on the rise, as are birth defects such as undescended testicles. Many kinds of animals are suffering from hormone derangements that produce masculinized females and feminized males.

These unsettling phenomena are caused by chemicals we throw into the environment—chemicals that behave like hormones.

Hormones are specific, subtle, fleet, ephemeral message-carriers in the body. They are made in the endocrine glands—the pituitary, for example, or the adrenals sitting atop the kidneys, or the ovaries or testes. They spread through the body, turning on and off different chemical processes in different cells.

Particularly important are the hormones that control reproduction—estrogen, testosterone, progesterone. Most of us know from our experience of adolescence, pregnancy, menstruation or menopause that these hormones affect not only our skin, body temperature and sexuality, but our moods and personalities as well. They also affect, in ways we are only beginning to understand, the growth and division of cells, which means both our ability to have children and our propensity to get cancer.

Hormones work by fitting into special

cellular receptors designed to receive them as a lock is designed to receive a particular key. This is where endocrine disrupters come in. They are foreign chemicals—PCBs, dioxins, many pesticides, some common ingredients in plastics, detergents and cleaning agents—that happen, by chemical accident, to fit into hormone receptors. There they may mimic hormones, turning on cellular processes that shouldn't be turned on. Or they may block the receptors, preventing real hormones from getting through.

Bollixing up one of the main information systems of the body can be problematic enough in an adult. In a developing fetus it can be disastrous. Infinitesimal concentrations of an endocrine disrupter hitting a fetus at the wrong moment of unfolding can derail development, change the sex or sexuality of the unborn child, or, most insidiously, affect its future ability to generate sperm or egg cells. The resulting defects may appear only in the next generation, if there is a next generation.

Endocrine disrupters will probably hit a publicity climax in March, when a readable book called "Our Stolen Future," by biologists Theo Colborn and J.P. Myers and journalist Dianne Dumanoski, will be released by Dutton. The book is meticulous in describing the years of research that have led to current understanding of endocrine disruption. But most of us who have followed the story are apprehensive that we are about to see another typical media cycle of overdramatized reports followed by denial.

The chemical industry is set to produce the denial. Watch for the standard responses, perfected by the tobacco industry: "Those extremists always raise false alarms . . . Chemicals like these already exist in nature . . . You can't prove what caused that effect . . . People want those

products . . . Regulation would cost money and jobs."

As the action and reaction rage, it would help to keep three facts in mind:

- This story is not just about sperm. Endocrine disrupters affect the fertility of females as well as males. They disturb other processes in addition to reproduction. The sperm count is what makes the headlines, but the story is much bigger than that.

- It is not just about humans. The picture was pieced together primarily by Theo Colborn, a wildlife biologist, who saw common problems in Great Lakes fish and Arctic bears, seabirds and alligators, seals and otters. Endocrine chemistry is common to most higher forms of life, and so is endocrine disruption.

- It is not just about chlorine. Many potent endocrine disrupters, such as dioxins, DDT and PCBs, are organic molecules with chlorine atoms attached. They are especially noxious because they are stable for a long time in the environment and they are fat-soluble, so they accumulate in living tissue. But beware of a clarion call to "ban chlorine." All endocrine disrupters are not chlorinated and all organochlorines are not endocrine disrupters.

After the hype is over, I hope we'll see the enduring lessons in these new biological discoveries. Chemicals, unlike people, should be assumed guilty until proved innocent. When we throw them out into the environment in million-ton quantities, they have ways of getting back into us, or into our children. As long as we are able to have children, anyway.

Donella H. Meadows, a professor of environmental studies at Dartmouth College, is the coauthor, with Dennis L. Meadows and Jorgen Randers, of "Beyond the Limits."

LA Times
1-31-96

Civilian job cuts loom at Marine stations

MILITARY: No layoffs are expected, but funding problems probably will delay closing of the Tustin and El Toro air bases.

by **MARY ANN MILBOURN**
The Orange County Register

Some civilian positions may be cut as early as next year at Tustin and El Toro Marine Corps air stations, but no layoffs are expected, the commanding general of the bases recently told civilian

workers.

Maj. Gen. P. Drax Williams said in an open letter to the workers that an unexpected \$5 million cut in the bases' budget may prompt the cuts.

But he anticipates that the cuts will occur through attrition, so

layoffs are unlikely.

Workers in the American Federation of Government Employees union at the bases were taking the news in stride, union President Lawrence Barney said Thursday.

"We have nothing definitive as of yet," said Barney, whose union represents about 500 workers at El Toro, Tustin and Camp Pendleton. "My approach to my people is, 'Don't pack your bags.'"

Williams said a diversion of base-closure funds to Northridge earthquake relief is hampering the Marines' efforts to close Tustin and El Toro as soon as possible and move the bases' operations into new quarters at Miramar Naval Air Station in San Diego.

Officials were aiming to close Tustin by 1997 and El Toro the year after. But funding has been cut for the Navy's move from

Miramar and construction needed at the San Diego base to make room for the Marines.

"It now appears both El Toro and Tustin will remain open until at least 1999," Williams wrote. "We'll move a few units to Miramar before then as funds become available."

If the base-closure financial situation doesn't change, it's possible the 1999 closure date may be missed.

OC Register
5-20-94

\$100,000 OKd for work on base's future

Orange County, Irvine and Lake Forest agreed Wednesday to put up another \$100,000 to fund initial work on development of El Toro Marine Corps Air Station.

The three members of the El Toro Reuse Planning Authority previously fronted \$100,000 of promised federal funds to help pay a planning consultant's \$2.2 million contract.

Federal officials, however, have delayed funding until disagreements are resolved over the makeup of the planning group. El Toro is scheduled to close by 1999.

Rep. Dana Rohrabacher, R-Huntington Beach, and others have suggested the federal government withhold funds until November, when voters decide whether El Toro should become a commercial airport.

County officials, however, said they told the federal base-closure project manager for El Toro that the reuse authority was the most appropriate local agency to get federal funding.

"I said, 'If some communities in the south don't like (the authority) and some communities in the north don't like (the authority), then we must be doing something right,' and he said he's going to move forward with the funding," said Jack Wagner, a senior county analyst.

By **MARY ANN MILBOURN**/The Register

OC Register
7-28-94

On tour: Base panel checking out prisons

CONVERSION:

Members of the reuse authority will visit detention facilities in Texas and Florida.

By **CHRIS KNAP**
and **MARY ANN MILBOURN**
The Orange County Register

Federal Bureau of Prisons officials are lobbying hard to convince members of the El Toro Reuse Planning Authority that they should allow a federal prison at the Marine Corps air station when it closes.

Next week the federal government will fly a delegation representing the reuse authority to federal prisons outside Midland, Texas, and in Miami.

Members of the reuse agency haven't reached a consensus on whether a prison is acceptable. The most controversial question is whether the base should become a commercial airport — an issue on which county residents will have a chance to vote in November.

A prison, which would use 155 acres of the 4,700-acre base, would not interfere with plans for an airport or other possible uses.

Orange County Supervisor William Steiner said Tuesday that he has not ruled out a prison and added that the current anti-crime climate may be enough to

outweigh traditional "not in my back yard" opposition to prisons.

"I think there's a little bit less of a NIMBY attitude these days," Steiner said.

But Supervisor Gaddi Vasquez, who represents Lake Forest and other foothill communities near the base, was more negative. The Bureau of Prisons' initial presentation described a 1,400-bed prison, but the barracks and mess hall it hopes to use could house at least 3,000 inmates, he said.

An updated proposal describes a 2,100-inmate low- and minimum-security facility, with 250 to 300 employees, more than 150 of them new hires from Orange County.

"My question is, Why here, instead of George Air Force Base (near Victorville)?" Vasquez said.

The tour, which is to begin Monday, will go to the Federal Correctional Institute at Big Spring, Texas, near Midland, and the Metropolitan Correctional Center at Miami's Naval Air Station.

Irvine Councilwoman Christina Shea is scheduled to go on the entire trip. Irvine Mayor Mike Ward and Councilman Barry Hammond will visit Miami.

Lake Forest Mayor Ann Van Haun and the five county supervisors, who are the other members of the El Toro panel, will send staff members.

OC Register
8-2-94

El Toro airport foes raise \$44,000 in small bills

By **MARY ANN MILBOURN**
The Orange County Register

A group opposed to an El Toro airport has fired up its grass-roots campaign, raising \$44,000 in six months, mostly in contributions of less than \$100, according to its first campaign report.

Taxpayers for Responsible Planning opposes a November ballot initiative that will ask Orange County voters whether El Toro Marine Corps Air Station

should become a commercial airport.

In a report filed Thursday, the committee said it received contributions of \$44,176 from January through June. The largest contributions were \$5,000 from the Santa Margarita Co., which developed Rancho Santa Margarita east of the base, and \$1,000 from Gary J. Kaingsbury, an Irvine resident.

Initiative proponents, who con-

tend that an El Toro airport would be a major boost for Orange County's economy, have not filed their campaign report. It is expected to show major progress toward what some supporters predict will be a \$1 million campaign.

Taxpayers for Responsible Planning is made up mostly of south Orange County residents living near the base's takeoff and landing patterns.

OC Register
9-1-94

Panel given funds for base planning

OCR 9-1-94

CONVERSION: Members of the El Toro land-reuse group see the \$741,616 grant as a vote of confidence from the federal government.

By MARY ANN MILBOURN
The Orange County Register

The local panel set up to decide the future use of El Toro Marine Corps Air Station got a vote of confidence from the federal government Wednesday when the Defense Department approved \$741,616 for base planning.

Members of the El Toro Reuse Planning Authority had been banking on the grant not only to help defray the estimated \$3 million cost of planning, but to be able to claim the title as the federally recognized local reuse agency. The five county supervisors, three Irvine council members and one Lake Forest council member make up the authority.

Defense Department officials indicated last year that the panel would get some funding, but at least one group of pro-airport cities in north and central Orange County had asked federal officials to reject the grant.

Further delays in approval raised concerns that federal officials might wait until after the November election.

Voters will be asked whether El Toro should be rezoned as a

commercial airport. The ballot measure also would set up a separate advisory panel for base planning that initiative sponsors say would replace the Reuse Planning Authority.

"An awful lot of people in Orange County, with the initiative process, are trying to bypass the planning process," said Irvine Mayor Mike Ward, one of the panel members. "This means we're officially accepted."

9-12-94

Down-to-Earth facts about El Toro air base

To the uninitiated the proposed land swap between the Irvine Company and the federal government for El Toro MCAS is a great deal. Nothing could be further from the truth. In fact, it raises far more questions than it answers pertaining to the reuse of El Toro.

► First is the question of the highest and best use from the county's perspective. El Toro is already an airport. It has two 10,000-foot runways and two 8,000-foot runways containing 1.28 million square yards of concrete surrounded by an additional 1.52 million square yards of other airfield pavement. It is 579 acres of airport devoted entirely to runways and access to those runways, or, in other words, almost 100 acres more than the entire John Wayne Airport complex.

To think of tearing up a complex that valuable and extensive is simply insane. To replace it elsewhere, as we must certainly do in the future, would cost the taxpayers — county, state, and federal — millions of dollars.

► Second is the question of existing support facilities. The total improved square footage on the 4,700-acre site totals 7.43 million square feet. It does not take a developer to recognize the potential for such improvements as an immediate cash-flow producer even if those improvements must undergo some restoration and/or remodeling for civilian uses.

Add to that the underground fuel-storage capabilities, fire-prevention facilities, and other existing support systems needed by a commercial airport and even the neophyte will deduce that these ancillary improvements provide the infrastructure necessary to support the facilities necessary for an operating commercial airport that is a cash cow in itself. Profits? You bet, and they are big ones!

► Third, there is the question of economics. Every credible study completed on the question of El Toro's conversion to commercial aviation use projects tremendous profits from that use. In fact, the sums are simply staggering.

As one study states, a converted base will soon produce some \$248 million per year in positive cash flow after conversion to commercial uses. That does not take into consideration the projected

CLARENCE TURNER

► **THE ISSUE:** Orange County needs another airport. What better way to get it than to convert El Toro MCAS into a commercial flight facility?

► **THE WRITER:** Mr. Turner is the mayor of Newport Beach.

\$170 million per year in property taxes to the county and cities as opposed to the \$850,000 currently contributed to the local school districts by the Marine Corps.

An exchange of undevelopable land owned by the Irvine Company for this incredibly valuable property would simply put those sums in the pockets of a private operator at the expense of the taxpayer. This simply cannot be allowed to happen.

That money should be distributed to the governments in Orange County on a per-capita basis. There is not a government in Orange County could not use those additional funds to fight crime and blight in their own communities.

Regrettably, from the moment that El Toro was first suggested for closure by the federal government, the Orange County Board of Supervisors failed to grasp the significance to the county of El Toro's conversion to commercial aviation uses.

The board's response to the federal government's requirement that it establish a reuse process was abysmal; it chose to adopt the current reuse program known as the El Toro Reuse Planning Authority ("ETRPA"). This organization consists of the five members of the Board of Supervisors, three members from the city of Irvine, and one member from Lake Forest.

Considering that two members of the Board of Supervisors have expressed doubts about the wisdom of converting

The conclusion must be reached that the established reuse process is not credible, fair, or remotely objective.

El Toro to commercial uses; considering that the Irvine general plan contains a stated policy against commercial airport uses; and considering Lake Forest's position in opposition to an airport, the conclusion must be reached that the established process is not credible, fair, or remotely objective.

If the county had adopted the alternative proposed 5-5-1 plan backed by most, if not all, interested parties outside the South County, it would have meant that the five members of the Board of Supervisors would have shared the responsibility of making these conversion decisions with one representative from each supervisorial district, selected by the League of Cities, plus one representative from the city of Irvine. Had that organization been adopted, there would have been no initiative on the fall ballot to discuss. But there is an initiative, and it is warranted because of a lack of foresight by the Board of Supervisors.

The initiative will be the voice of the people. It is nothing more than a planning process which will affect 2,000 acres of the total 4,700-acre site. It will not circumvent the environmental safeguards outlined in the California Environmental Quality Act or the National Environmental Policy Act. If approved by the people, its goals are straight forward and simple. It will provide:

► 1. El Toro MCAS should be used for a publicly or privately owned and operated airport in conjunction with other compatible uses.

► 2. The Board of Supervisors must consider the views of all Orange County residents in planning for El Toro MCAS reuse.

► 3. The county must consider the impacts of the El Toro MCAS closure on all county residents and communities in allocating any excess revenues it earns as a result of closure.

What better way to let the people speak? As David Birch points out in his booklet entitled, *Entrepreneurial Hot Spots*, there are five hard determinants of an "entrepreneurial hot spot." They are: research universities, interstate highways, airports, advanced telecommunications, and a good quality of life. We have everything but the airport. El Toro's conversion could fill that void. The initiative points us in the right direction.

TEAMING UP FOR CLEAN

ENVIRONMENT: O.C. Water District and the Marines may join forces to reclaim water that's never been tapped.

By MARY ANN MILBOURN
The Orange County Register

The chart spread out on the conference room table in front of William R. Mills Jr. looked like a weather map.

Solid and dotted black lines curved across the page, outlining what looked like bad weather coming.

It wasn't a weather map, but the forecast was equally dire for Mills, general manager of the Orange County Water District. The chart showed a large and growing area of water pollution under and around El Toro Marine Corps Air Station and the city of Irvine.

Contamination from solvents that appear to have come from the Marine base was detected eight years ago. High levels of salts and nitrates from longtime agricultural use also have made the water undrinkable.

But after years of working on a cleanup plan, water officials say they are ready to move forward on a first-of-its-kind joint venture with the military to build a \$106 million purification plant.

The plant will allow the district to tap a source of water that has never been available for local use.

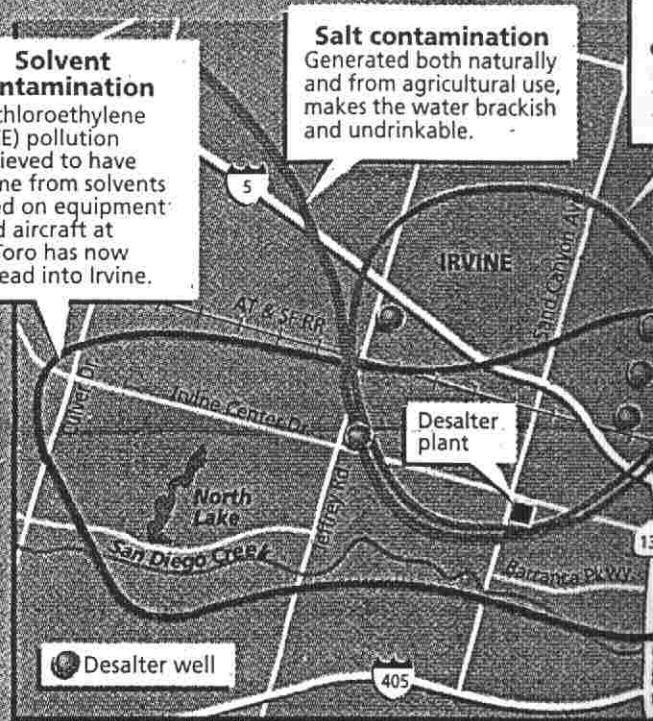
Please see **CLEANUP** Page 2.

Solvent contamination

Trichloroethylene (TCE) pollution believed to have come from solvents used on equipment and aircraft at El Toro has now spread into Irvine.

Salt contamination

Generated both naturally and from agricultural use, makes the water brackish and undrinkable.

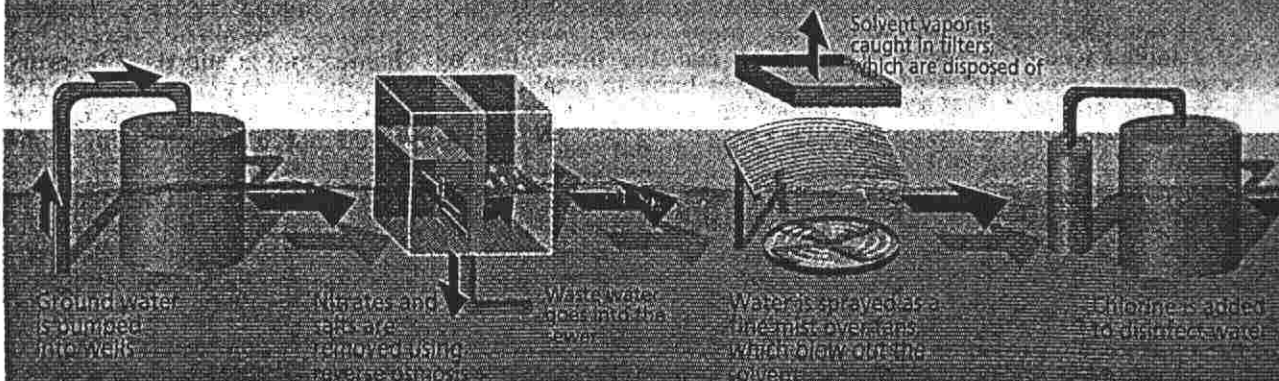


CLEANUP FACTS

- ▶ An estimated 150,000 acre-feet of water is contaminated.
- ▶ 150,000 acre-feet would supply water to half the residents of Orange County for a year.
- ▶ Approximately 8 million gallons will be pumped daily.
- ▶ 7 million gallons of water will be cleaned daily.



WASHING THE WATER: REMOVING NITRATES, SALTS AND SOLVENTS



Source: Orange County Water District

UP

**Nitrate
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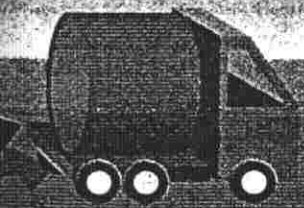


gallons will be
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be brine
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the ocean.

► It will take
an estimated
40 years to
treat 150,000
acre-feet
twice.



VENTS



5,000 gallons a
minute are dumped
into water
distribution system

If the project works as planned, it will mean that some-day Irvine residents will be able to drink water literally from under their feet rather than having to import it from faraway and increasingly limited sources.

It also would be a major achievement for local cleanup efforts.

"Usually when there's a clean-up, everyone waits for the federal government to do it — and it takes forever," Mills said. "It's important as a demonstration project to show a local agency can proceed in cooperation with the federal government to do cleanup."

Water officials first became aware of the seriousness of the El Toro contamination in 1986, when trichloroethylene, more commonly known as TCE, was discovered in wells off Irvine Center Drive. Tests for TCE, a probable human carcinogen unknowingly used in solvents for many years, showed levels 10 times the maximum state health standard.

The first thing officials needed to do was determine the source of the pollution and the extent of contamination. The results were unsettling.

Contamination appeared to begin in the southwest corner of the Marine base near the runway and extend northwest into Irvine. Even as testing took place, the pollution was spreading by an estimated 1 to 2 feet a day.

Water-well tests mapped out an amoebalike plume of TCE contamination stretching beyond Culver Drive on the west and Alton Parkway on the south and along the railroad right of way almost as far as Trabuco Road on the north.

While the TCE contamination was in fairly shallow water on the Marine base, it plunged as deep as 200 feet in the Woodbridge area of Irvine, where the rock in the aquifer is more porous.

Contamination has been found as deep as 500 feet. Tests indicated TCE had poisoned an estimated 150,000 acre feet of water — enough to supply half the county's population for one year. A well drilled in 1989 appears to have stopped further spread.

OC Register
9-14-94
(1/1)

Testing also showed heavy concentrations of salts extending in a loop south of Irvine Center Drive to the foothills in the north. High levels of nitrates formed a circle in the middle of the area, overlapping both the salt and TCE contamination.

The district had experience removing nitrates at its Garden Grove water-treatment plant. The district's Riverside-Arlington plant and facilities in Tustin treat nitrate and salts. Orange has a plant to eliminate TCE.

But the water district never had designed a plant that removed all three contaminants.

The plan calls for a desalter plant near Sand Canyon Avenue and Irvine Center Drive. The plant would process about 8 million gallons of water a day from seven wells in the most polluted area.

Up to 7 million gallons would come out as fresh, potable water that would be sold to the Irvine Ranch Water District. The remainder would be untreatable brine that would be sent through a sewer via Orange County Sanitation Districts to the ocean.

Officials say treating the large amounts of water will be a long and expensive process. They estimate it will take up to 40 years — treating 150,000 acre feet of water twice — to clean the aquifer. Total cost is projected to be \$106 million.

Voters split on El Toro airport

POLLS: 38% favor Measure A, and 37% oppose it. But 25% still are undecided. Voters say jobs, safety, noise and traffic are concerns.

By **MARY ANN MILBOURN**
The Orange County Register

Two months before the election, Orange County voters are as sharply divided as ever about whether El Toro Marine Corps Air Station should become a commercial airport, The Orange County Register Poll shows.

Thirty-eight percent of the 328 registered voters contacted favored the initiative — Measure A on the November ballot — to turn El Toro into an airport, 37 percent opposed it and 25 percent were undecided.

Pollster Richard Hertz, who conducted the phone survey Sept. 13-21, said the fact that neither side has a clear lead is not unexpected.

"It's early for a local issue," he said. "People normally are focused on other races."

The new poll comes in sharp contrast to the results of the UCI 1994 Orange County Annual Survey released last week.

That poll, conducted Aug. 22-29, showed support for the measure growing among likely voters, with 51 percent in favor, 33 percent opposed and 16 percent

undecided.

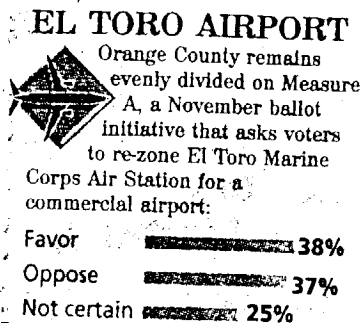
Other polls, however, have shown the county evenly divided, with up to 24 percent undecided.

Measure A supporters said the latest results were not unexpected.

"These kinds of issues, which are mostly technical, require

some education," said Stu Mollrich, a spokesman for the Yes on Measure A campaign. "Once people are made aware of the inadequacy of John Wayne (Airport), they are very favorable to the idea of having a second airport at El Toro."

Norm Grossman, executive di-



Source: The Orange County Register Poll.

MORE RESULTS ON PAGE 16

OK 9-25-94

OC Register

9-25-94

(1/3)

rector of Taxpayers for Responsible Planning, which opposes the measure, was encouraged by the numbers.

"With an even split we feel we have a real good chance once we get our message out about how much an airport is going to cost," he said.

Those who support the measure echoed many of the themes already heard in the campaign.

"I kind of feel El Toro has been an airport. The land there is accommodated to having an airport. For longer flights, El Toro is probably a logical choice," said James Young, 47, an ac-

Please see **AIRPORT Page 16**

AIRPORT: Voters in poll split over El Toro initiative

counting manager from Anaheim and a private pilot.

Jobs were on the mind of Shannon Holmes, 19, of Fountain Valley, who just lost her position at a fast-food restaurant.

"It would really help out Orange County and create jobs," she said. "In the fast-food area, something like an airport would be perfect for a job for me."

Because a clear zone without buildings was set aside under El Toro's landing and takeoff pattern, Ruth Lewis, 61, thinks airline operations would be safer there.

"Orange County (John Wayne) airport has so many planes all the time," said the retired Westminster meat-wrapper. "We live in a populated area, and one of these days there's going to be a crash over us."

People who oppose the measure were more concerned with quality-of-life issues such as noise and traffic.

"We're quite close to the base — we hear every plane," said Cathy Gloyd, 37, a Lake Forest homemaker. "They've got John Wayne right there. Why not just expand John Wayne?"

Sue Eiler, 48, lives in San Clemente but is concerned about how an airport would affect her parents, who live under the landing pattern in Laguna Hills-Leisure World.

"It would be terrible for them," she said.

Eiler also worries about how an airport would change south Orange County, where many people moved to get away from the noise and bustle of more urban areas.

"We moved from El Toro to San Clemente because it was the farthest outpost we could get to," she said. "We don't like what's happening to California and we want it to stop."

**"With an even split
we feel we have a
real good chance ..."**

NORM GROSSMAN
Measure A opponent

Maria Ybarra, 64, of Santa Ana said she opposed an airport because it would bring more planes to the already crowded skies above Orange County.

"We have enough air traffic out there," said the kindergarten teacher.

Although those surveyed were evenly split about whether El Toro should be an

if it were built.

Frank Geiger, a retired printer from Westminster, was one of the opponents who would not use El Toro if it becomes an airport. But it has nothing to do with politics.

"I don't fly," he said.

When respondents were asked what they would like to see at El Toro if it becomes an airport, the most common response was all kinds of flights, commercial short-haul to international, and private planes.

Should the Marine base not become an airport, most of those interviewed said they would like to see the site used for housing. Parks and ball fields were a close second choice.

OC Register

9-25-94

(2/3)

PANEL WILL DEVELOP THREE BASE-REUSE PLANS

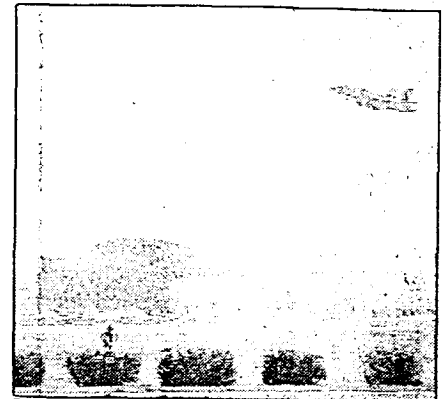
The El Toro Marine Corps Air Station is scheduled to close by 1999.

A nine-member panel made up of the five county supervisors, three Irvine council members and one Lake Forest council member has been set up to develop a plan for the use of the 4,700-acre base.

Three plans will be developed — one for an airport and two for nonaviation uses. The panel will recommend one of the three reuse plans to the Secretary of the Navy for approval.

Airport supporters, led by a group of influential Republican business leaders, believe an airport is the most feasible and economically beneficial option for the county.

They spearheaded a county initiative, Measure A, that asks voters to rezone El Toro for a commercial passenger and air-cargo airport. Other base property would be zoned for air-



A jet flies over the El Toro base.

port compatible uses.

A 13-member advisory committee would be established to recommend to the Board of Supervisors uses for the base land surrounding the airfield.

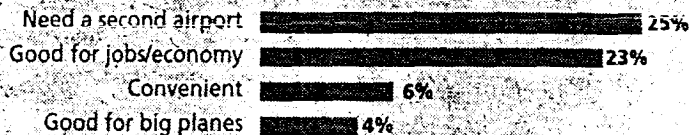
OC Register
9-25-94
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HOW VOTERS STAND ON EL TORO AIRPORT

Orange County residents polled on Measure A expressed a range of feelings on both sides of the El Toro airport issue.

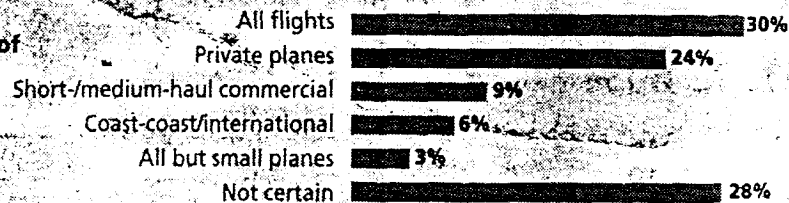
Q: If you support an airport, why?



Q: If you oppose an airport, why?



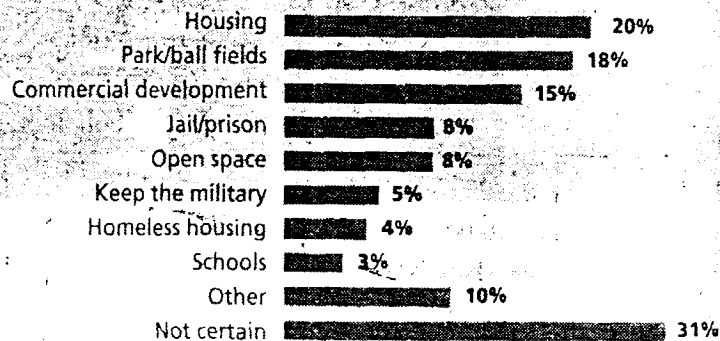
Q: What kind of flights should an El Toro airport be used for?



Q: Would you use an El Toro airport?



Q: If El Toro doesn't become an airport, what would you like to see there?



* Respondents could give as many as three answers.
Source: The Orange County Register Poll.

MARY PRESTON/The Orange County Register

CALL US

Where do you stand on Measure A, the El Toro airport initiative? Do you stand with proponents or opponents? Are you undecided? To respond, please call The Register InfoLine at (714) 550-4636, category 7250



VOICES: TAKING SIDES

► SUPPORT MEASURE A

"FOR ORANGE COUNTY TO HAVE A QUALITY OF LIFE, IT NEEDS TO BE VIBRANT AND NEEDS TO HAVE GOOD-PAYING JOBS. IF YOU DON'T HAVE A WAY TO MAKE A DECENT LIVING, THERE IS NOT QUALITY OF LIFE."



George Argyros,
Chairman and CEO, Arnel & Affiliates and principal investor, Westar Capital
Co-Chairman of the Yes on Measure A committee

"THERE IS A NEED. BASE STUDY AFTER STUDY SHOWS WE HAVE A NEED FOR ADDITIONAL AIRPORT CAPACITY IN ORANGE COUNTY. WE HAVE THE FACILITY AT EL TORO. IT'S THERE."



Clarence Turner,
Newport Beach mayor,
President, Trico Realty Inc., Costa Mesa
Longtime advocate of an El Toro airport

► OPPOSE MEASURE A

"THE FACT THE TWO SIDES ARE SO FAR APART DELINEATES CLEARLY THAT THE TRUTH IS NOT YET KNOWN. VOTERS ARE BEING ASKED TO BUY A PIG IN THE POKE AND THEY DON'T EVEN KNOW THE PRICE."



William Kogerman,
Laguna Hills
Chairman, Trans Pacific Associates Inc.
Co-chairman, Taxpayers for Responsible Planning, which opposes Measure A

"MEASURE A HAS BECOME KNOWN AS THE NEWPORT BEACH RELIEF ACT. THEY'VE BEEN FIGHTING FOR YEARS TO GET ANOTHER AIRPORT SO THEY CAN CLOSE DOWN JOHN WAYNE."



Melody Carruth,
Laguna Hills councilwoman,
member South County Working Group
of seven cities opposed to Measure A

FOR MORE INFORMATION

► IN THE REGISTER

This series examines the proposal and the choice facing Orange County voters on Nov. 8.

Sunday: Measure A — The El Toro solution?

Today: Airport economics — Dollars and sense

Tuesday: Noise, traffic, smog — The environmental challenge

Wednesday: El Toro airport — Can it fly?

► ON OCN

Orange County NewsChannel will be airing a companion series on the El Toro initiative.

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Tuesday, 7:30 p.m.: El Toro — The case against an airport

Wednesday, 7:30 p.m.: El Toro International Airport — Flight or fancy?

Oct. 26, 7-9 p.m.: Debate and community forum.
The public is invited to call in during the programs, particularly to ask questions on the air during the Oct. 26 live call-in forum. The number is (800) 225-5626.

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(11/5)

OC Register
10-17-94
(2/5)

SECONDARY AIRPORTS

Smaller carriers revive strips

TRANSPORTATION:

Alternate airports draw traffic away from the larger centers.

By JEFF ROWE

The Orange County Register

When Houston Intercontinental Airport opened in 1969, the city's Hobby Airport closed the doors on nearly four decades of commercial air service.

Today, Hobby attracts about 8.4 million passengers a year, a figure John Wayne is expected to attain next year, when it reaches capacity.

From dead to thriving, Hobby reflects the renaissance of secondary airports in major metropolitan areas around the nation.

As discount airlines proliferate and international air travel continues to expand, secondary airports seem likely to continue their rapid growth.

"They draw a lot of traffic away (from the major airport)," said David Stempler, executive director of the Washington-based International Airline Passengers Association.

An El Toro airport could draw some air traffic away from clogged Los Angeles International Airport, Stempler and other aviation experts reckon.

Unlike John Wayne Airport's, El Toro's runways are long enough to accommodate jumbo jets typically used on transcontinental routes. And with Los Angeles International near capacity, the experts suggest that El Toro could become an attractive secondary airport for cross-country flights.

Given the forecast for Southern California growth, either more airports will be needed or bigger airplanes, said Clifton Moore, former director of the Los Angeles airport authority. He's not betting on bigger aircraft.

In other mega-metropolitan areas around the nation, a triad of airports has emerged — a big international gateway, a transcontinental airport and at least one regional airport.

Southern California already essentially has four regional airports — Burbank-Glendale-Pasadena Airport, Ontario International Airport, Long Beach Airport and John Wayne.

Runway length, growth limitations or distance from the metro core have kept those airports from becoming major transcontinental airports in the manner of Newark International Airport, Baltimore-Washington International Airport or Hobby Airport.

Those three have grown largely on the backs of discount carriers, such as Southwest Airlines.

Here's how those three airports emerged:

► **Baltimore-Washington International** — Opened as the long-haul airport for the area in 1950 under the name Friendship Airport, it offered the first jet service from East Coast to West Coast.

When Washington's Dulles airport opened in 1962, Baltimore-

This year, BWI expects to log a record 12 million passengers. Continental Airlines has increased its daily departures from seven to 40; USAir has gone from 80 to 120; and Southwest chose BWI as its first airport on the East Coast.

"The joint has been jumping," said Jay Hierholzer, an airport administrator. "A metro area needs airports."

► **Newark International Airport** — Last year, Newark's 25.7 million passengers fell just short of the 26.7 million passengers logged at John F. Kennedy International. This year, traffic at Newark could surpass that at JFK, say officials at the Port Authority of New York, which controls the three New York area airports — JFK, Newark and LaGuardia.

Newark began to accelerate after the 1978 airline deregulation, particularly when People Express began operations at the airport in 1981.

"Traffic went nuts," said Bill Cahill, a Port Authority spokesman.

El Toro has a good chance of attracting airlines, he says.

"Airlines will serve if they have a market."

► **Hobby Airport, Houston** — When the city opened its gleaming Houston Intercontinental Airport in 1969, Hobby Airport closed.

Four years later, Southwest Airlines came along and reopened Hobby, creating the still-growing niche for a convenient, discount carrier.

Last year, Hobby had 8.5 million passengers, below the 20 million at Intercontinental but 70 percent ahead of what the airport drew a decade earlier.

Houston also is developing Ellington Air Force Base, which

was closed in 1976 and turned over to the city in 1984, into a commercial airfield. Continental Express has 12 flights a day at the field and United Parcel Service operates five flights a day.

The city hopes Ellington will attract more service.

Ultimately though, "the marketplace makes the decision," says Paul B. Gaines, Houston's director of aviation. "That's the way it ought to be."

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(3/5)

SECONDARY AIRPORTS

Base airport not a sure draw

AVIATION: O.C. has high passenger demand, but forecasts rely on many unknowns.

By **MARY ANN MILBOURN**
The Orange County Register

Norton Air Force Base looked like a sure winner when it was scheduled to be converted to San Bernardino International Airport.

Lockheed's Commercial Aircraft Center had set up maintenance operations for Boeing 747s. Discussions were under way with Southwest Airlines to begin service.

But six months after the airbase closed, San Bernardino International Airport is an airport without any airlines.

The Lockheed deal fell apart. Talks with Southwest faltered.

It is a cautionary tale for Orange County as it considers converting the El Toro Marine Corps Air Station to a commercial airport, airline experts say.

"Certainly it can be done," says John Pincavage, an airline analyst with The Transportation Group in New York. "But I'm not sure if you build it, they will come."

Pincavage and other experts agree that Orange County is not like San Bernardino. Orange County already has tremendous passenger demand — estimated to be as high as 14 million passengers a year and expected to increase to 19 million by 2010.

Half the current passengers use airports outside of Orange County that provide international service or offer greater choice and flexibility in travel than John Wayne Airport.

The crunch will remain until at least 2005, when the aircraft noise agreement limiting flights at John Wayne expires.

The same study by the Southern California Association of Governments that projected San Bernardino's demand estimated that an El Toro airport would attract 6.2 million people annually by 2010. John Wayne would remain as the county's primary airport with at least 8.4 million passengers a year.

The problem, experts say, is predicting a market for El Toro that may be 10 years away — after the base closes, anticipated litigation is resolved and needed improvements are made.

"It depends on the state of the carriers and the industry then," says Clifton Moore, LAX executive director for 25 years. "Airlines are very wary of developing (a new airport) because they don't see a market."

Southwest Airlines expressed interest in El Toro last year. But that was before Southwest merged with Morris Air and gained access to John Wayne in May. It now has 17 daily flights.

Bob Montgomery, Southwest director of properties, said last week that Southwest continues to be interested in any new opportunities in California, where it controls more than half the intra-state market. He would not say however, whether El Toro could count on Southwest.

"For us to get real excited, it would have to be an opportunity that fits into the product we've got: that we could fly out on the routes and frequencies we need and can operate as a low-cost operation," Montgomery said.

United Airlines might also offer potential. United officials are frustrated because they can't get enough departure slots out of John Wayne to operate their new low-cost Shuttle by United.

The question is, would they be willing to split their operations between two airports seven miles apart?

~~"It's inherently less efficient to~~ operate passenger service and that portion of cargo service that goes in the belly of an airplane in two separate locations," says Michael Patrick George, an airport financing specialist at J.P. Morgan Securities Inc. in San Francisco.

Another market question for passenger service is destination — where will the planes go? Boosters envision an international airport, yet John Wayne has had trouble sustaining transcontinental service.

Just last week United announced it was canceling its single daily Orange County-Washington/Dulles flight, just started in February, because it couldn't fill its planes.

An easier start-up market for El Toro may be air cargo.

Orange County generates nearly 29 percent of the air cargo in the region. Only a fraction is flown out of John Wayne, which does not allow cargo flights.

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(4/5)

The study estimated that air-freight demand for El Toro would generate 19 daily all-cargo operations, if started today, and potentially 39 a day by 2010.

United Parcel Service and Federal Express each have applied for one daily flight at John Wayne, which one study indicated would satisfy the needs of both freight carriers for the next 10 years.

Although El Toro looks like a good bet, Swen Larson, former president and current marketing director of the San Bernardino International Airport Authority, said not to take anything for granted.

"It's a tough market, and it's getting tougher every day."

Customers wait at ticket counters at John Wayne Airport.



HEAVY USE

An El Toro airport could emerge as a very busy place, if experience at other secondary transcontinental airports is a guide. Here's a glance at passenger traffic at comparable metropolitan areas:

NEW YORK	1983 PASSENGERS	1993 PASSENGERS
John F. Kennedy International	27.9 million	26.7 million
Newark International Airport	17.4 million	25.7 million
LaGuardia Airport	18.8 million	19.8 million
WASHINGTON / BALTIMORE	1983 PASSENGERS	1993 PASSENGERS
Washington Dulles International	3 million	10.9 million
Baltimore/Washington International	5.2 million	9.4 million
National Airport	14.4 million	16.3 million
HOUSTON	1983 PASSENGERS	1993 PASSENGERS
Houston Intercontinental	13 million	20 million
Hobby Airport	5 million	8.5 million
Ellington Field	35,908*	114,656

* 1990. In the absence of commercial service after reversion from Air Force Base.

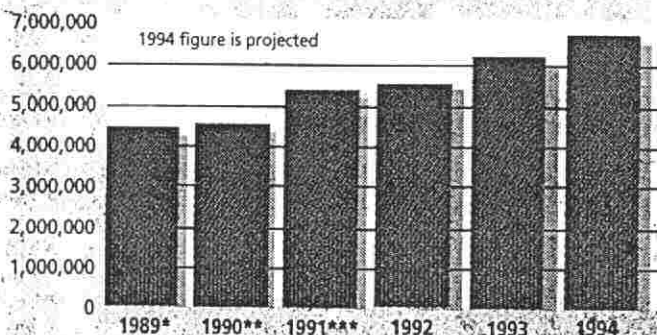
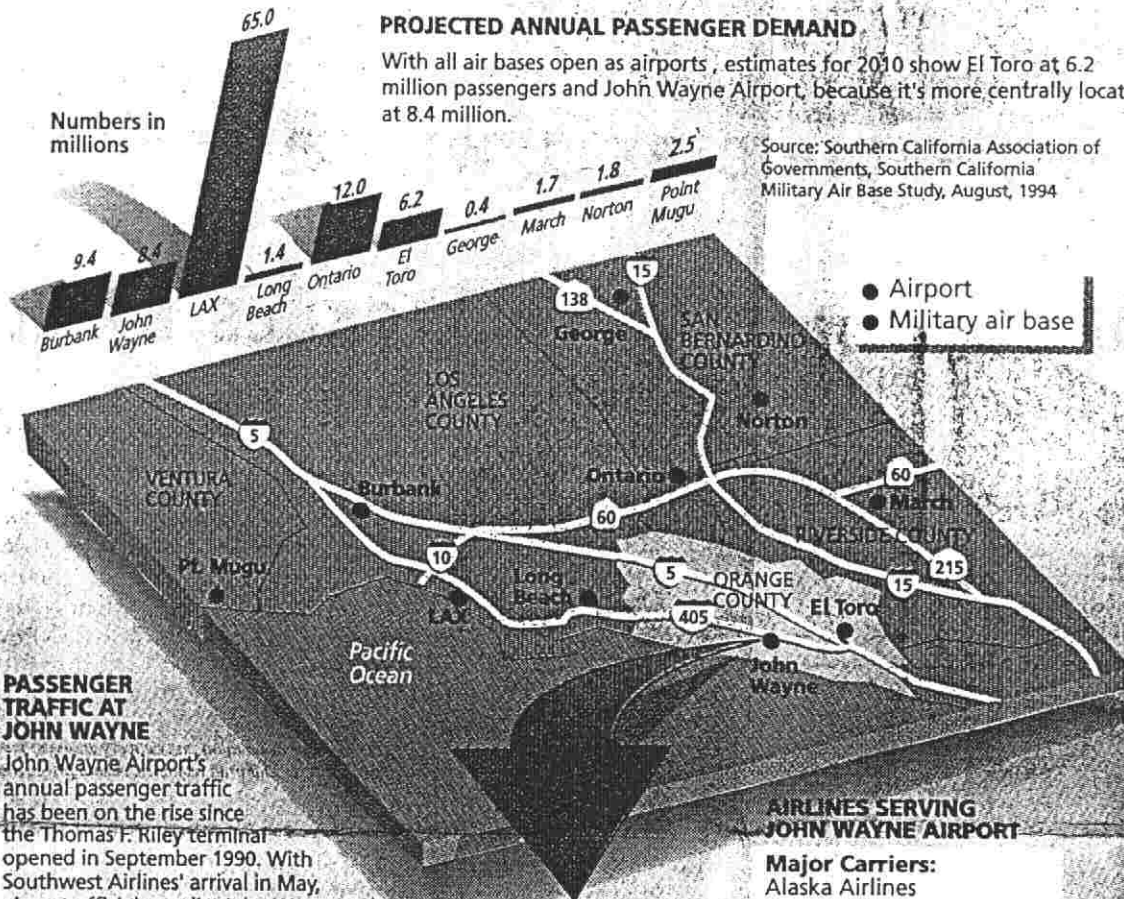
FLYING BY THE NUMBERS

Although airlines have had their ups and downs in the 1990s because of fare wars and the recession, demand in Orange County for both passenger and cargo service is strong and is expected to keep growing.

PROJECTED ANNUAL PASSENGER DEMAND

With all air bases open as airports, estimates for 2010 show El Toro at 6.2 million passengers and John Wayne Airport, because it's more centrally located, at 8.4 million.

Source: Southern California Association of Governments, Southern California Military Air Base Study, August, 1994



*Last full year of operations at the Eddie Martin terminal

**Thomas F. Riley terminal opened September 1990

***First full year of operations at Riley terminal

Source: John Wayne Airport

AIRLINES SERVING JOHN WAYNE AIRPORT

Major Carriers:

Alaska Airlines
America West
American Airlines
Continental Airlines
Delta Air Lines
Northwest Airlines
Reno Air*
Southwest Airlines
Trans World Airlines
United Airlines
USAir

Commuter carriers

Alpha Air
American Eagle/Wings West
Delta Connection/Sky West
United Express/WestAir
USAir Express/Trans State Airlines

Pending applications

United Parcel Service
Federal Express

*Begins service Nov.
Source: John Wayne Airport

AIR CARGO DEMAND BY COUNTY IN THE SOUTHERN CALIFORNIA REGION

O.C. produces nearly 29 percent of the air freight in the greater Los Angeles area, but only 1 percent is shipped out of John Wayne — on passenger flights, because John Wayne prohibits cargo flights. (Volume in tons)

Sources: So. Calif. Assn. of Governments, So. Calif. Military Air Base Study, Aug. 1994

County	1993		2010 Projected	
	share	volume	share	volume
Los Angeles	61.7%	1,144,000	59.4%	2,847,000
Orange	28.8%	534,000	26.2%	1,256,000
Riverside	2.3%	43,000	4.6%	220,000
San Bernardino	2.6%	48,000	5.2%	249,000
Ventura	4.6%	85,000	4.6%	220,000

LANDING NEW BUSINESS?

By MARY ANN MILBOURN
The Orange County Register

OCR 10-17-94

BASE: Experts say an airport in El Toro would boost the economy — in the long run.

To hear boosters tell it, an El Toro airport would be the economic Energizer bunny of Orange County.

It would just keep going and going and going — with the airport and new businesses attracted to it pumping an estimated \$1.8 billion annually into the local economy by 2005.

Detractors agree the airport's

economic impact would keep going and going, right into a \$1 billion hole for construction and improvement costs they contend revenues won't even come close to filling.

Independent economists and airport financial experts agree on one thing: No one can really say whose figures are correct.

"The definitive study remains

to be done," says Walter Hahn, a regional real estate economist for Kenneth Leventhal & Co. in Newport Beach. "All the stuff that's been done so far is hugely biased and superficial and not very reliable."

Part of the problem, economists say, is that the size, scope and activity at an El Toro airport hasn't been defined. Will flights

mainly serve the West Coast or midcontinent hubs such as Dallas and Chicago?

Or will the airport offer transcontinental flights to New York City and Washington, D.C., and overseas flights to the Far East and Europe?

"If it's going to have an economic impact, it has to respond to a need not now being met," said real estate economist Al Gobar of Placentia. "If they are just transferring activity from John

Please see **AIRPORT** Page 12

FULL STORY

► **DRAWING POWER:** Orange County has high passenger demand, but predicting a market for El Toro 10 years down the road relies on many unknowns. **News, Page 10**

► **AIRPORTS:** Secondary airports seem likely to continue their rapid growth. **News, Page 10**

► **VOICES:** Opponents and supporters of Measure A sound off. **News, Page 10**

► **SERIES:** For a schedule of newspaper and TV coverage, and to find out how you can give your opinion, see **News, Page 10**

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AIRPORT: Size, scope hasn't been defined

FROM 1

Wayne, then there's not any net economic benefit."

Boosters contend that an El Toro airport will have a two-fold economic impact. They say travel dollars from services such as hotels, restaurants and rental cars, which are being exported to Los Angeles International, Ontario International and Long Beach airports, would stay in Orange County. They also believe that the convenience of a new airport would attract new business.

"In the long term, it probably has the highest positive impact of anything we could do. It will take the county into the next century and the next phase of its development," says Tim Cooley, president of an Orange County strategic-planning group called Partnership 2010.

Experts say there is something to the claims.

Based on Federal Aviation Administration figures, San Bernardino International Airport officials estimate that \$400 will be spent by every passenger who lands there and \$600 will be generated by the production and delivery of every ton of air cargo.

David Birch, a Cambridge, Mass.-based economics consultant who has written widely about the economic benefits of airports, believes El Toro will do wonders for Orange County.

"But it's very hard to put a dollar value on it," Birch says. "It's kind of a situation where you know it when you see it."

He points to his company's Top 10 list of growing cities as proof. All but one has a hub airport, he said.

Dennis Macheski, research director at Price Waterhouse in Costa Mesa, thinks an airport will boost Orange County's 1.2 million-member work force, especially in the highly paid and growing fields of professional services and high-tech manufacturing.

"You'll see growth where there's already growth here — international trade, national trade, national and international service, the high-tech area outside of aerospace," he said. "Their ability to fly nationally and internationally really

Macheski also expects a boost in tourism and leisure travel.

But there is a question of how much new economic growth would occur with an El Toro airport. Experts said there is a tendency for economic projections to include growth that would happen anyway.

"Many, many cost-benefit studies include that," Gobar said.

And cost is an issue. Experts say \$1 billion in 1999 dollars is not an unreasonable amount to expect to pay to convert the El Toro Marine Corps Air Station, a 51-year-old jet-fighter base, to commercial use.

John Almond, project director for transforming Bergstrom Air Force Base to the new metropolitan airport for Austin, Texas, said his total project budget is \$580 million, which includes \$100 million for a 500,000-square-foot, 18-gate terminal. The airport is scheduled to open in 1998.

Things are more expensive in California. The 1990 John Wayne Airport improvement project, which included the new 14-gate, 337,900-square-foot Thomas F. Riley Terminal and three parking structures, cost \$310 million. A 1993 economic impact study by Los Angeles-based Economic Research Association, done for a pro-airport group, estimated that El Toro improvements would cost \$750 million, not including inflation.

Officials at San Bernardino International Airport, the former Norton Air Force Base, decided to phase in service there. They had the advantage of a 10,000-foot runway built for heavy aircraft and a 65,000-square-foot terminal, which is more than adequate for the immediate needs. The budget is a more modest \$4 million to \$6 million.

The breakup of base property in the closure process also raises a problem for El Toro airport boosters. Their airport revenue figures are based on the entire 4,700 acres being turned over to the airport.

First-year forecasts of nearly \$24 million in revenues assume income from existing ground leases and such things as the base golf course, firing range and rental housing.

Don't count on those revenues, said officials from Norton and Bergstrom. Both airports only received the airfield and buildings and facilities directly related to airport uses. The rest was sold by the government to separate development agencies that do not give their proceeds to the airports.

El Toro boosters believe the federal government will be more generous with funding here because of the critical demand for

airports in Southern California. They think the remainder easily can be raised in revenue bonds.

Michael Patrick George, an expert in airport financing for J.P. Morgan Securities Inc. in San Francisco, says it would be no problem to attract investors for El Toro airport revenue bonds — provided that John Wayne Airport closes.

An airport only seven miles from another, established airport might be hard to sell to investors, he says.

Assuming bonds could be sold, Orange County taxpayers should not be worried about being left to pick up the tab, George says.

He knows of no airport in the country that uses local tax funds. They all pay for improvements with federal funds and user fees, he said.

MEASURE A

Measure A will be before Orange County voters Nov. 8. The measure would rezone 2,000 acres of El Toro Marine Corps Air Station for an airport with the remaining 2,700 acres designated for airport-compatible uses.

He said investors in airport revenue bonds in most cases can not look to the county or its taxpayers to bail them out if the airport can't meet its payments.

One financial issue that remains unclear and could be significant is who would pay the cost of off-site improvements, such as freeway access and street widening or signaling.

Although the Santa Ana (I-5) Freeway is being widened and the El Toro "Y" — the convergence of the I-5 and the San Diego (I-405) Freeway — reconfigured, neither project anticipated access for an El Toro airport.

The planned Eastern toll road, which will extend from the Riverside (91) Freeway to the I-5, will run past the base, but opponents question how many people will pay a toll to get to the airport.

Freeway-smart drivers will use surface streets instead, they say.

"I can assure you those two little roads — Sand Canyon Avenue and Trabuco Road — are not adequate for an airport," said Bill Kogerman, co-chairman of the airport-opposition campaign. "You'll need a whole integrated transportation system. It's going to need off-ramps and a lot of other stuff."

GROUNDING IN SOME FILTHY PROBLEMS

ENVIRONMENT: Creating an airport at the El Toro base means dealing with a toxic nightmare.

By **MARY ANN MILBOURN**
The Orange County Register

OCR 10-18-94

The biggest obstacle to developing an El Toro airport may not be in the air but on the ground — or under it. After 51 years as a military airfield and fighter-jet base, El Toro Marine Corps Air Station is a toxic mess.

Jet fuel, petroleum wastes, hydrocarbons and solvents for cleaning aircraft permeate the soil. Used explosives, battery acid and low-level radioactive waste lie buried. Contaminated water creeps into Irvine in a giant underground plume.

Officials responsible for cleanup say none of the more than 20 contaminated sites on the 4,700-acre base constitutes an immediate health hazard. And about half the base has no contamination.

But toxic cleanup is a problem, and no one really knows how much it will affect development of the base, which is scheduled to close by 1999.

"We have to know generally where the hazardous wastes are located and what they are so we

Please see **AIRPORT** Page 18

AN EL TORO AIRPORT: WILL IT FLY?

The Measure A campaign is under way to turn El Toro Marine Corps Air Station into a cargo and passenger airport. A four-day series in The Orange County Register and on Orange County NewsChannel will examine the choice facing Orange County Voters Nov. 8. For a schedule of newspaper and TV coverage and to find out how you can participate see **Page 18**.

► **LAND SWAP:** Irvine Co. plan still possible. **Page 18**

SCOURING LAND: A worker v

AIRPORT: Cleanup is prime factor

FROM 1
know what we can and can't do," said Dan Miller, executive director of the El Toro Redevelopment Planning Authority, which is studying future uses of the base.

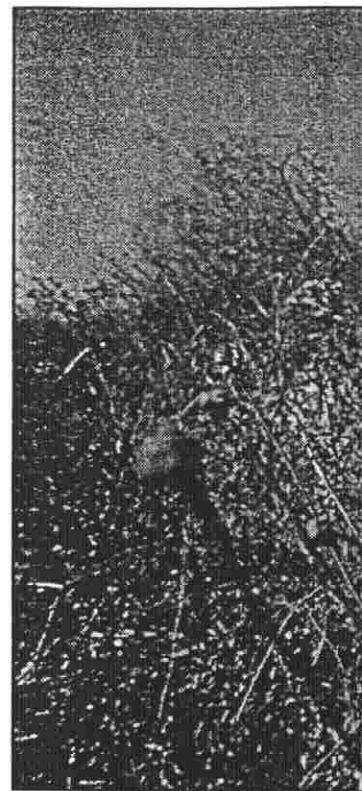
For example, the magazine area on the northeast portion of El Toro is being proposed for a wildlife preserve.

"But there's a landfill near that area, and we clearly have to take that into consideration," Miller said.

He said a cleanup plan must look at whether the wildlife preserve is safe from toxic substances from the landfill.

Measure A on the Nov. 8 ballot asks voters to rezone 2,000 acres of the base for a commercial airport, with the remaining 2,700 acres designated for uses compatible with an airport.

A civilian airport on what is a military airfield may be the easiest way to go because such conversion probably would require the least cleanup, officials say.





MICHAEL KITADA/The Orange County Register

the El Toro Marine Corps Air Base, conscious of environmental concerns.

But what happens if the base becomes a civilian airport and officials decide to extend the east-west runway into an area of major toxic contamination? Or if excavation is needed for a terminal or parking lot?

There are no answers now. At the very least a determination would have to be made as to whether toxic cleanup and soil removal were necessary, officials say.

"The cleanup depends on the reuse," says Marine Lt. Brad Bartelt, El Toro spokesman. "If there is no change in use, remediation would be minor."

At San Bernardino International Airport — the former Norton Air Force Base — Lockheed ran into problems when it decided to rip out the floor of a hangar to put in reinforced concrete. Builders discovered toxic contamination, and all work came to a halt until the Air Force came up with a cleanup plan — and funding for it.

President Clinton has said the federal government will take responsibility for all base cleanups, but that promise has been a mixed blessing for other conversion efforts.

"While that's good, we're still at the mercy of their schedule," said John Almond, project direc-

tor to convert Bergstrom Air Force Base to the new Austin, Texas, metropolitan airport.

Almond said he has a map filled with red dots identifying possible contamination.

"Our policy is whenever there is a dot on the map, we're not going to go through it until they (clean it and) turn it over to us," Almond said.

El Toro has the advantage of being listed previously as a federal Superfund cleanup site.

Although being put on the closure list takes the base out of the Superfund program, El Toro cleanup officials are at least well on their way toward identifying all the potential sites on the base and what's in them.

Plans already are under way for a water-treatment plant that will clean up the ground water. It's scheduled to begin operation by 1996 and take up to 40 years.

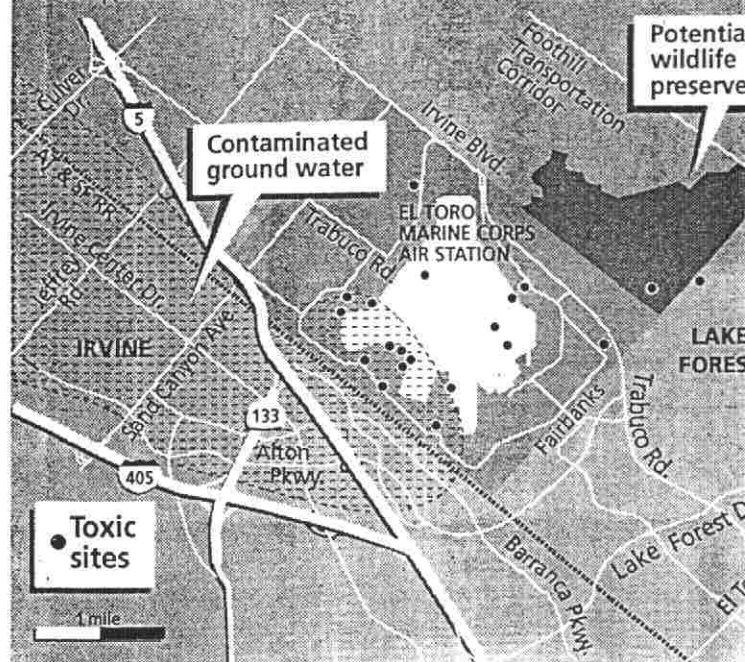
Soil removal from the least contaminated sites is scheduled to begin next year. Total cleanup is expected to cost at least \$300 million.

At San Bernardino International and Bergstrom, airport officials are dealing with the contamination piecemeal.

"Everytime we want to do something, they (environmental officials) want to drill a test-

EL TORO'S CLEANUP

The base was put on the Superfund list in 1988. More than 20 toxic sites have been identified, including a major problem with ground-water contamination. The cleanup, which could take as long as 40 years, is scheduled to begin next year.



The Orange County

hole," said Jim Rohrer, San Bernardino International real estate and financial manager.

Officials at air bases where the surrounding community decided to proceed with development that didn't resemble the land's previous use found the going to be long and tough.

Ken Bell, project manager for conversion of Hamilton Field in Marin County, said the decision there not to use the former air force base as an airport has set back redevelopment.

"Operating an airfield leaves a very deep (environmental) fingerprint on the land," Bell said. "Developing other uses is an arduous redevelopment task that could delay development for years."

Even the sites in Measure A that are not on the El Toro airfield and can be developed for airport-compatible uses may not be without their problems.

"Someone might think they can go in there and build a hotel," said the El Toro reuse agency's Miller. "But do they realize there may be toxic wastes there that have to be cleaned up?"

The cost of toxic cleanup is at least part of the reason the Irvine Co. has said it has no interest in the El Toro airfield, either as an airport or for other uses.

FOR MORE INFORMATION

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Monday: Airport economic impact: Dollars and sense

Today: The environmental challenge

Wednesday: El Toro airport — Can it fly?

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Today, 7:30 p.m.: El Toro — The case against an airport

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Oct. 26, 7-9 p.m.: Debate community forum.

The public is invited to call during the programs. The number is (800) 225-5626.

Land swap still under discussion

BASE CONVERSION:

Irvine Co.'s north county or Laguna canyon lands could be traded for base property.

By **MARY ANN MILBOURN**

The Orange County Register

In the middle of the debate over an El Toro airport, a wild card emerged — the Irvine Co.

Company officials had been surprisingly silent during discussions about the future of El Toro Marine Corps Air Station, which is nearly surrounded by Irvine Co. land.

The silence broke in August when local environmentalists revealed a proposal to trade Irvine Co. canyon land in the north county for all or part of the 4,700-acre Marine base.

Laguna Beach upped the ante last week when it suggested that Irvine Co. land in Laguna Canyon be considered for the swap.

Although a lot of people now appear to want a piece of the action, it is unclear how a swap would affect Measure A, the Nov. 8 ballot measure to rezone El Toro for a commercial airport.

Gary Hunt, Irvine Co. executive vice president, said the company is interested in how the base is developed but has no interest in the airfield either as an airport or for other development.

Jay Ziegler, a spokesman for the Department of Interior, which would sponsor the land trade, said Monday that a swap could go through even if voters pass Measure A.

In that case, either the Irvine Co. could convey airfield lands to the county or other appropriate airport agency, or the Interior Department could do it directly, Ziegler said.

In such a swap, the Irvine Co. would own and develop base lands not in the airfield area.

Ziegler said the Interior Department is committed to working with the El Toro Reuse Planning Authority on a trade plan, but a specific proposal is unlikely until after the first of the year.

El Toro base represents future of Orange County

By Richard D. Runyon
Special to The Panther

The future of Orange County will be determined by Proposition 1 during the November elections. Proposition 1 involves the proposal to convert the Marine Corps Air Station (MCAS) El Toro into a commercial international airport.

Ask business people in Orange County and they will tell you the future of California business depends on trade with the Pacific Rim.

Currently in Orange County, manufacturing companies must rely on LAX and Long Beach airport for commercial air shipping. Surprisingly, the John Wayne airport has almost reached its maximum capacity and the possibilities of commercial air shipping are not realistically conceivable.

This creates a problem for modern manufacturers currently in Orange County and for those looking to relocate to Orange County, specifically high-technology manufacturers who rely on just-in-time inventory control. These are the same manufacturers who provide good paying jobs to our Orange County communities.

Being a former U.S. Marine and having worked for Marine Corps Air Station El Toro, I am familiar with the base. MCAS El Toro has been around since World War II. The planes have been using the same flight patterns since the airport's conception.

Over the past several years, the runways and aircraft parking areas at MCAS El Toro have been drastically improved. All of these improvements have been paid for by taxpayers.

Without any modifications, MCAS El Toro is presently capable of supporting commercial aircraft that are able to fly fully

loaded to Japan or to Egypt.

The areas surrounding the base are already zoned for this type of flying activity. What this means for Orange County residents is that we have the capabilities for an international airport already in place.

Better yet, the most expensive parts of building an international airport in Orange County have already been paid for by U.S. taxpayers.

The major opponents of Proposition 1 live in Leisure World, El Toro and the city of Lake Forest. Their complaints are that a commercial airport would cause too much noise and would depreciate their property value. Let me address those issues.

First of all, military jets do not have any noise abatement equipment. Being government aircraft, they also do not have to comply with air pollution emission requirements either. Any commercial airplane manufacturer will tell you that a key design issue in building a modern jet is noise pollution.

In contrast, commercial airplanes do have to comply with air pollution emission requirements. What this means for Leisure World and Lake Forest is a quieter and cleaner airport. Studies show that the flight load of the airport would be less than the current military flight load. As the demand for an international airport increases, so would the technology making airplanes quieter.

With the second issue, depreciation of property value, Orange County already offers a highly trained community created by the departing aerospace industry. We also have three universities providing a young educated work force: Chapman University, Cal State Fullerton and University of California, Irvine.

Our utility company, Southern California Edison, helps companies save money through energy conservation and finds solutions to comply with pollution requirements.

Orange County has it all, except for an international airport that would enable to trade efficiently and economically with the rest of the world. Having an international airport in Orange County would increase the relocation and start up of new businesses in our area.

In economic terms, businesses, employees and housing are called complements. They are consumed together. As businesses in the community increase, the demand for employees increases and so on. In the end, the only thing that is going to happen to the property value in Leisure World and Lake Forest, is that it will go up.

What does all this mean for you as a graduating college student? You can either have a Mc Job or a well-paying job in Orange County.

If Proposition 1 is not passed during the November elections, Orange County will not be able to expand its business community. With the departure of the aerospace industry and the defense industry, Orange County's standard of living will only go downward.

The only way to avoid this is to replace the aerospace and defense industries with high technological manufacturing companies.

These companies need international air cargo to compete in the world market place. Orange County has everything a modern manufacturing company could desire, except international air capabilities for cargo.

Richard D. Runyon is a senior majoring in business administration.

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NOISE IS CRUX OF THE CONFLICT

AVIATION: Procedures to keep aircraft quiet while providing optimum passenger safety may be at odds.

By **MARY ANN MILBOURN**
and **DANNY SULLIVAN**
The Orange County Register

Taking a page from the 1992 presidential campaign, when it comes to an El Toro airport, there's really only one issue: It's the noise, stupid.

"It's something you're going to have to deal with. You might as well face it," says Jim Holtsclaw, an air traffic controller for 42 years who dealt with noise as former manager of the Los Angeles International Airport tower.

It's an issue Orange County voters must deal with Nov. 8 in deciding Measure A, the ballot initiative that would rezone El Toro Marine Corps Air Station as a commercial airport.

Proponents contend commercial passenger and cargo aircraft are so much quieter than

AN EL TORO AIRPORT: WILL IT FLY?

The is the last Register story in a four-day series on the Measure A campaign to turn El Toro Marine Corps Air Station into a cargo and passenger airport. For a schedule of Orange County NewsChannel coverage, see Page 10.

► **FULL-PAGE MAP:** When and how airport noise could affect south O.C. Page 10

military fighter jets now operating at El Toro that communities in the landing and takeoff pattern actually will get noise relief.

Opponents say they need only look as far as Newport Beach under John Wayne Airport's takeoff pattern to see what the noise really will be like. Add 24-hour cargo operations and it will be a nightmare, they say.

The fact is, no one really knows who's right.

Experts say the noise level

Please see **NOISE** Page 10

AN EL TORO AIRPORT: WILL IT FLY?

This series has examined the proposal and the choice facing Orange County voters Nov. 8.

► IN THE REGISTER

Sunday: Measure A — The El Toro solution?

Monday: Airport economics — Dollars and sense

Tuesday: The environmental challenge

Today: El Toro airport — Can it fly?

► ON OCN

Orange County NewsChannel is airing a companion series on the El Toro initiative. The first four segments repeat Oct. 23 from 4 to 8 p.m.

Sunday, 7:30 p.m.: Measure A — How we got here

Monday, 7:30 p.m.: El Toro — It's about jobs

Tuesday, 7:30 p.m.: El Toro — The case against an airport

Today, 7:30 p.m.: El Toro International Airport — Flight or fancy?

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NOISE Restrictions could hamper operation

there depends on a host of factors, including takeoff and landing patterns, types of aircraft, number of operations and the hours of the airport — or if new runways will be built.

And the human element.

"We have to be careful in describing airport noise that we don't talk too much about airplanes and not talk about people and how people respond to noise," said Vince Mestre, a noise expert who has studied El Toro and John Wayne Airport. "Perception really is the key to the issue."

Proponents say a civilian El Toro airport will operate much as the fighter jets now do — taking off to the east toward Foothill Ranch, Mission Viejo and Rancho Santa Margarita. Landings, they say, will come from the south over Dana Point, Laguna Niguel and Laguna Hills-Leisure World.

When conditions prevent easterly takeoffs, proponents say, flights will go to the north over uninhabited areas. The jets will turn either east or west at Irvine Lake to avoid the mountains and John Wayne air traffic.

They say the big difference for communities near the flight path is that the newer commercial aircraft make much less noise than military jets.

Opponents challenge both the assumptions and conclusions, starting with the easterly takeoff. They note the east-west runway is 8,000 feet long — longer than John Wayne's 5,700-foot runway — but it goes uphill the equivalent of 12 stories and has tail winds.

Aircraft work better when they take off from a flat runway into the wind. Several low hills near the end of the east runway also present potential obstacles for commercial aircraft.

At least one report says some aircraft might have to operate with a reduced load to make the easterly takeoff. Airlines might balk if weight restrictions made it uneconomical to fly.

Proponents think a 2,000- to 3,000-foot extension of the east runway will make it more useable.

But opponents say commercial aircraft are more likely to take off to the west, which would be over Irvine and parts of Newport Beach. Years ago that was the Marines' preferred route until they changed directions to reduce noise.

Opponents say the north run-

way, although 10,000 feet long, also has a slight incline. They suggest the alternate takeoff will be to the south over Leisure World.

Most experts say a southerly takeoff is unlikely because landings and departures would head into each other. It also would give residents to the south an unacceptable double dose of noise.

Experts believe critics underestimate the technical capabilities of new aircraft, which they say have the thrust to overcome the easterly incline and hills.

A study by a five-county planning agency concludes that most commercial aircraft could use the east runway. For instance, the report says a fully loaded Boeing 747-400 could reach Honolulu taking off from the east runway with 7-knot tail winds with 15-knot head winds in flight.

"I think it's feasible for the new generation aircraft during acceptable tail-wind conditions," says Mike Armstrong, who oversaw the study for the Southern California Association of Governments.

Winds, however, may be a problem. Departures aren't allowed on a runway when tail winds exceed 10 knots. Wind information from the El Toro Marines shows winds in the 7-to-10-knot danger zone most afternoons.

Al Pregler of Fullerton, safety coordinator for the 43,000-member Air Line Pilots Association, said pilots still may be unhappy using the east takeoff.

"I would imagine runway 25 (to the west) would be the best runway," Pregler said.

Holtsclaw also raised the possibility of problems on the east runway because of aircraft being routed into LAX.

Most experts agreed the north runway is a realistic secondary backup.

Besides runways, the total number of operations and the hours they take place can affect noise.

The SCAG study estimates 6.2 million annual passengers will use El Toro by 2010. Based on that number, the fleet mix at other airports and 70 percent passenger loads, Mestre estimates El Toro would have 67 commercial takeoffs and 67 landings a day. John Wayne averages 98 commercial takeoffs and 98 landings with about 6 million passengers.

El Toro military operations currently average 61 takeoffs, 61 departures and 77 touch-and-goes daily, mostly during the day.

"The military also doesn't have operations on weekends while, if anything, commercial airlines have more flights on weekends," said Rob Greene, a noise expert who studied El Toro in the late 1970s. "And the military has no activity on holidays and commercial planes fly a lot on holidays."

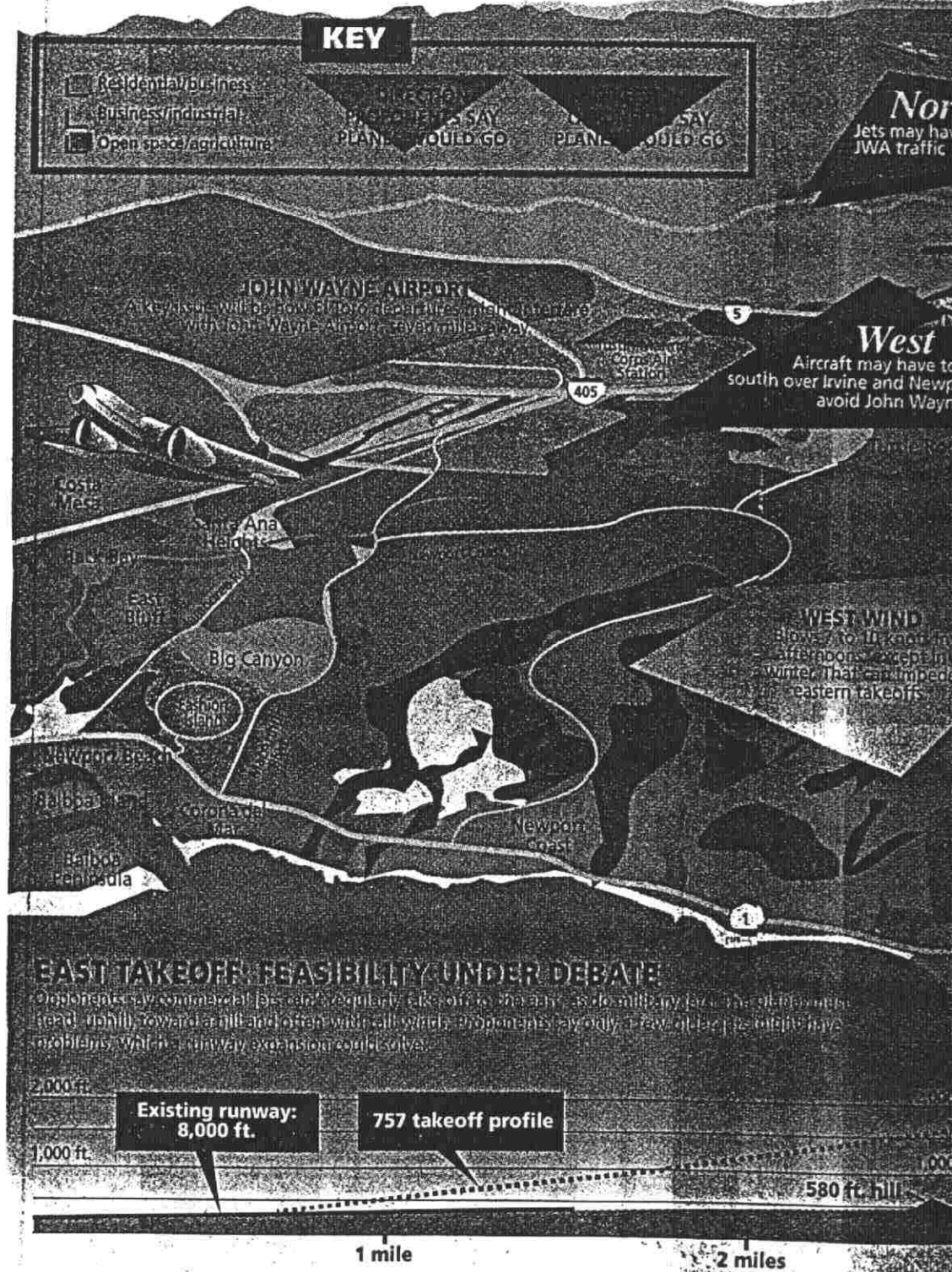
Proponents say they will fight for the same 10 p.m. to 7 a.m. takeoff curfew that John Wayne has. A new federal law makes that somewhat uncertain. The 1990 Airport Noise and Capacity Act limits restrictions such as curfews on airport operations.

But Mestre believes an argument can be made that the law only applies to existing commercial airports. Since El Toro would be a new commercial facility, he believes a restriction on hours is possible.

That, however, may present problems for proposed cargo operations. United Parcel Service's operation at Ontario International Airport has 27 arrivals and departures from 9:30 p.m. to 8 a.m.

GEOGRAPHY

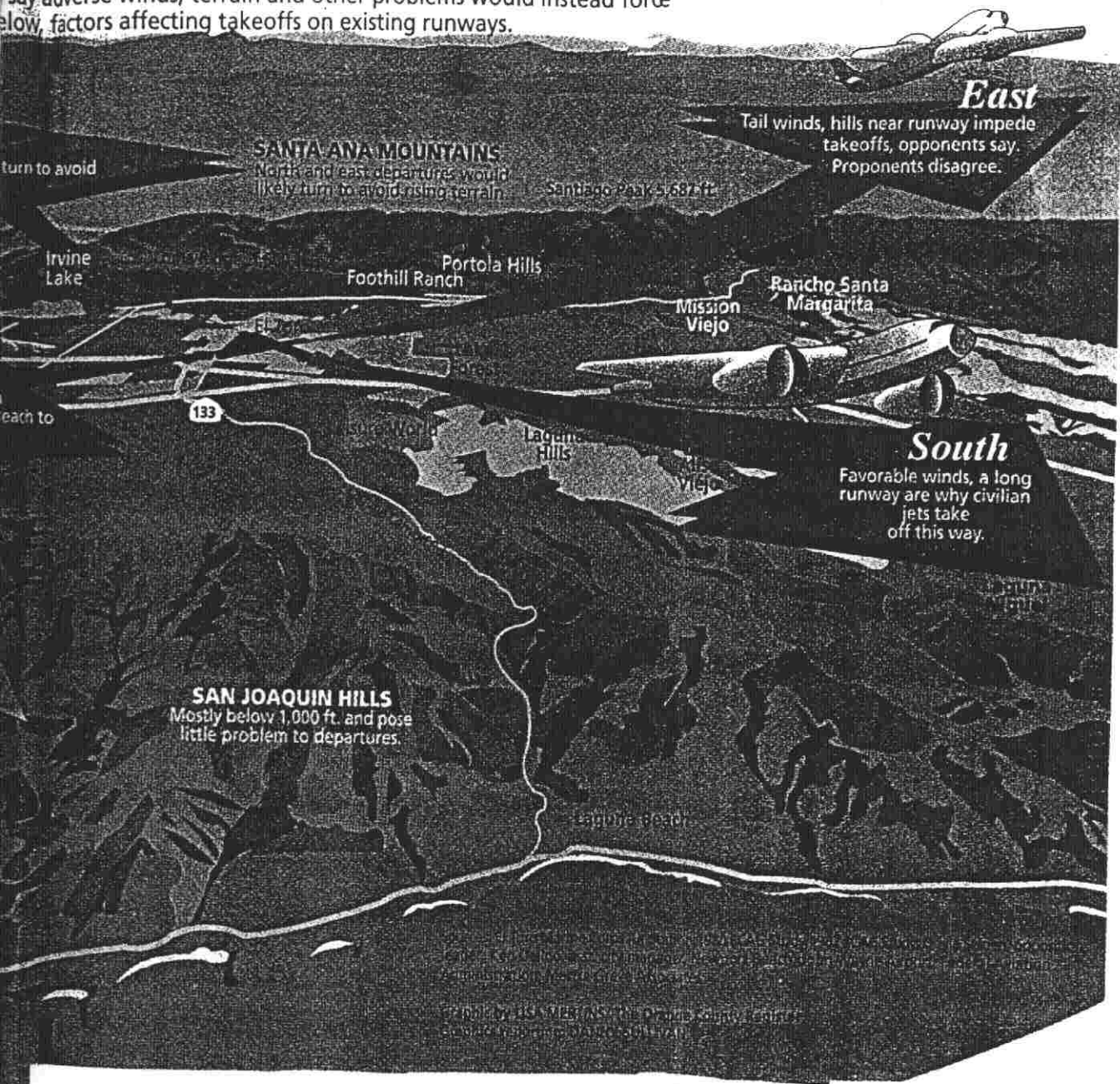
If El Toro became a commercial airport, proponents are keeping noise over nonresidential areas. Opponents want planes west or south, over home



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PHY AND EL TORO

ay jets would take off east - or north during bad wind conditions -
say adverse winds, terrain and other problems would instead force
elow, factors affecting takeoffs on existing runways.



East

Tail winds, hills near runway impede takeoffs, opponents say. Proponents disagree.

SANTA ANA MOUNTAINS

North and east departures would likely turn to avoid rising terrain.

Irvine Lake

Foothill Ranch

Portola Hills

Mission Viejo

Rancho Santa Margarita

133

Laguna Hills

South

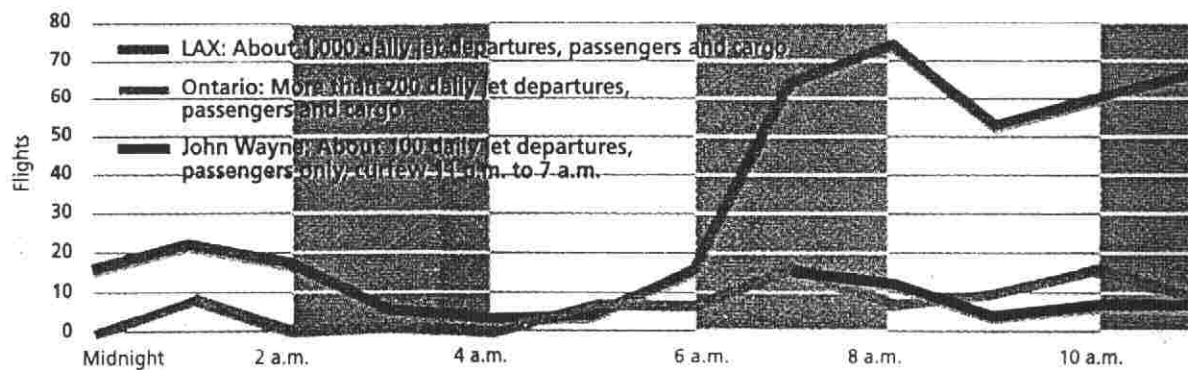
Favorable winds, a long runway are why civilian jets take off this way.

SAN JOAQUIN HILLS

Mostly below 1,000 ft. and pose little problem to departures.

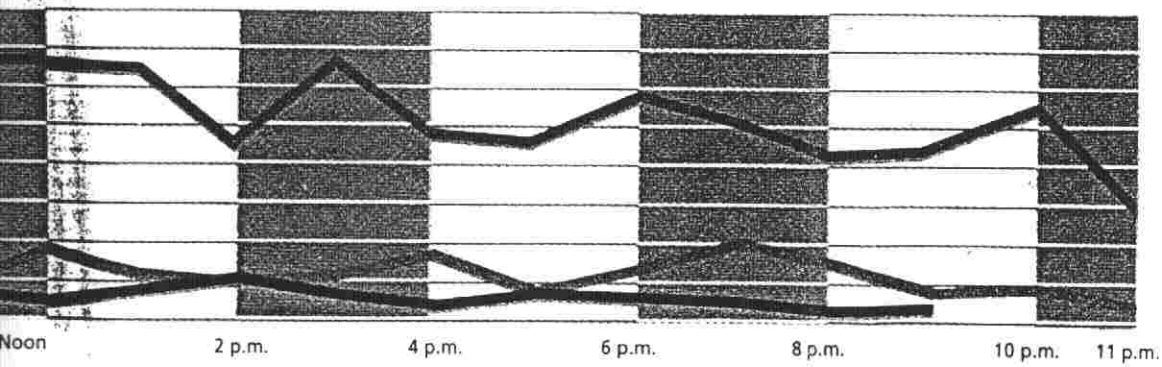
DEPARTURES FROM AREA AIRPORTS

If El Toro became a commercial airport, were allowed or if curfews were imposed



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number and frequency of departures would depend on various factors, such as whether cargo flights
w three area airports compare:



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HOW MUCH NOISE?

To show where planes can be heard, many things must be known. The type of planes, how quickly they climb, nearby terrain and other factors all affect a plane's "noise zone."

Destination is a factor. Planes make more noise when loaded with fuel, so a noise zone for a jet going a short distance will be different from one on a long flight.

Another noise factor is total number of flights. An airport's "high noise" zone is made of noise from all flights during 24 hours. Night flights count heavily, but hours of quiet also weigh in.

Noise from plane going to San Jose

Noise from same plane, fueler to reach New York

"High noise" zone usually free of homes

A single flight may briefly make high noise beyond the zone

A ROUGH GUESS

Here, noise from a heavily loaded 737 departing from John Wayne Airport has been placed over each of El Toro's runways. Landings also make noise, but departures are much worse. Inside the homes, noise would be at least 75 decibels outdoors and 65 decibels in a home with open windows.

DECIBEL SCALE

Loudness doubles every 10 decibels.

Decibels	Type of sound
35	Whisper
45	Refrigerator
55	Outside in suburban neighborhood
65	Sewing machine, normal conversation
75	Vacuum cleaner, hair dryer
85	City traffic, garbage disposal
95	Motorcycle, truck traffic, lawn mower
105	Chain saw, pneumatic drill
125	In front of speakers at rock concert

737 VS. OTHER PLANES

Decibels measured under flight path, four miles from airport.

